The Commercial Car Journal

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Federal Regulation of Trucks Unnecessary and Impracticable

Industry Tells Interstate Commerce Commission at Hearing on Examiner Flynn's Report

By Donald Blanchard

NO federal regulation of interstate common carrier trucks was the stand taken by automotive interests appearing before the Interstate Commerce Commission to argue against the conclusions reached by Attorney-Examiner Flynn as a result of his investigation into motor transportation.

The report now awaits revision and final action by the Commission. It seems certain that the Commission will recommend bus regulatory legislation but whether it will agree with its Examiner's conclusion that trucks also should be made subject to federal control, is doubtful. Certainly the weight of evidence does not justify any truck regulatory legislation. Moreover, there are some indications that the railroads are not inclined to press strongly for federal control of common carrier trucks at this time.

The accompanying article summarizes the arguments presented at the recent hearing before the I. C. C. against any truck regulation and against the details of the plan of regulation proposed by the Examiner as applied to buses. It is a subject of vital interest to the truck trade because of the far-reaching effects such legislation would have on sales.

NATION - WIDE opposition to federal regulation of interstate common carrier motor trucks at this time as recommended by Attorney-Examiner Leo J. Flynn, was registered by the automotive industry before the Interstate Commerce Commission at a hearing held in Washington on Feb. 10. Furthermore, practically every one of the Examiner's recommendations as to how buses should be regulated was subjected to criticism from one quarter or another, although the bus interests were unanimous in their approval of his conclusion that interstate passenger motor carriers should be made subject to federal regulation.

In voicing its objections to any kind of federal regulation of the motor truck, the automotive industry brought out that there is no evidence to show that the public interest demands the extension of federal power into this field; that there is practically no competition between railroads and trucks; that the regulation of common carrier trucks is impractical; and that it is absurd to consider regulation of buses and trucks as one problem. What the automotive industry thinks of the Examiner's recommendations as a whole insofar as they apply to trucks, is well summarized in the following from a brief filed by the National Automobile Chamber of Commerce: "In the present investigation a careful examination of the record will show that the proposed report gives the motor truck problem only fragmentary and superficial treatment, and that the conclusions and recommendations as to the motor truck are not only not supported by the facts in the record or by the findings in the report, but are contrary to the evidence and clearly unsound."

The lack of evidence of any public demand for truck regulations was emphasized again and again to the Commission. It was shown that motor trucking has developed without a recurrence of the abuses which led up to legislation placing the rail carriers under federal control and that the record indicates that both the shipping public and the operators are satisfied to have present conditions contiuue without any of the changes which regulation inevitably would produce. Furthermore scarcely more than half of the states have seen fit to pass legislation regulating the common carrier truck. The question was raised as to why the federal government should seek to enter this field when such a large percentage of the states have seen no need for regulation.

The industry argued further that it is extremely unlikely that any abuses will develop in the future which would justify federal regula-regulation due to certain inherent characteristics of truck transportation. The common carrier truck, which the Examiner proposes to regulate, invariably is subject to the competition of the contract carrier. Consequently, if common carrier service is unsatisfactory, the shipper has the alternative of using the contract carrier and, if his volume warrants, may purchase and operate his own trucks. Of course, the latter alternative is not always open to the small shipper and it was emphasized that the proposed legislation would bear most heavily on him as he is most dependent on the common carrier whom regulation would tend to eliminate. This result would be contrary to the general policy of the Commission, it was pointed out, which has been to prevent discrimination between large and small shippers.

As the Examiner makes the competition between truck and rail one of the reasons for recommending truck regulation, the automotive spokesmen at the hearing placed great emphasis on the point that the two types of transportation are essentially non-competitive. It was brought out repeatedly that the truck performed services which the railroads could not provide and that where trucks did take business directly, it was short haul, l.c.l. freight, which the railroads admit is unprofitable for them to handle.

When the truck enters the long haul field, its rates invariably are much higher than rail tariffs, from which it is obvious that in such cases some other factor such as time, packing requirements or lack of rehandling, is the controlling element which makes the shipper willing to accept the higher cost. The truck gets such business because it performs a useful service which the rail carriers cannot provide—hence the two are essentially non-competitive.

Perhaps the strongest point made by the automotive interests was that even if all the interstate freight moving in common carrier trucks were to be handled by the rail carriers, its effect on their revenue would be infinitesimal. The Examiner's report stated that in 1925 the steam railroads totaled 414 billion ton-miles and that in the same year the U. S. Bureau of Public Roads estimated that all motor trucks produced 16 billion ton-miles. If one-half of this motor truck volume was handled on rural roads, the Examiner continues, it would represent 1.9 per cent of the rail ton-mileage in 1925. Inasmuch as the total interstate common carrier tonnage represents probably not more than 1 per cent of total truck movement, it is evident that the ton-miles of interstate traffic moving in common carrier trucks is negligible in comparison with the rail total—possibly not more than .04 per cent.

Consequently, if the common carrier truck in interstate operation were eliminated and the railroads were to get all of its tonnage (which they would not, as some of it would go to the contract carrier and privately owned vehicle), the effect on railroad revenue would be so small as to be unmeasurable. It follows therefore that regulation would not benefit the railroads in any way. Moreover, the desirability of setting up expensive and cumbersome regulatory machinery to control such a relatively small volume of traffic was questioned.

The industry asked the Commission in effect, if regulation will not benefit the shipping public, the railroads or the truck operator, why regulate?

In his report the Examiner asks why, if a number of states already are regulating intrastate common carrier trucking, why should there be objection to federal regulation of interstate traffic? The inference here seems to be that state regulation of common carrier trucks has been a success and, if this premise were correct, the Examiner's query would be difficult to answer. But having a law to control a

THAT the Examiner's recommendations for the regulation of interstate common carrier motor vehicles have raised national opposition is indicated by the large number of operator organizations which sent representatives to the hearing held by the Interstate Commerce Commission in Washington on February 10.

Among those making appearances at the hearing and taking exceptions to the Examiner's recommendations were: A. J. Brosseau, representing the N.A.C.C.; E. W. Wakelee, American Electric Railway Association; S. A. Markel, Bus Division of the A.A.A.; Larue Brown, Motor Truck Club of Massachusetts, Motor Carriers Association of California and the California Transit Co.; Harold Shertz, Pennsylvania Motor Truck Assn., Philadelphia Team & Motor Truck Owners Assn., Motor Truck Owners Association of Delaware County, Pa., Association of Motor Bus Owners of Philadelphia and Vicinity, and Del-Bridge Bus Assn.; Ray H. Culbertson, Washington Motor Freight Assn.; Manghum & Manghum, Motor Truck Assn. of America, Motor Truck Club of New Jersey, and Motor Truck Association of Connecticut; Joseph H. Hays, Iowa Truckers Assn. and Dakota Motor Carriers Assn.; Frank Schmidt, Ohio Assn. of Commercial Haulers; Tom Snyder, Motor Truck Association of Indiana and Motor Truck Club of Kentucky; J. D. Landis, Ohio Truck Owners Assn.; A. P. Marsh, Motor Truck Assn. of Connecticut; T. A. Horrocks, Minnesota Truck Owners' Assn. and Twin City Transportation Assn.; C. C. McChord, N.A.C.C., and A. P. Thom, Assn. of Railway Executives. Among others briefs were filed by the Merchant Truckmen's Bureau of New York and the Motor Coach Assn. of Washington.

situation and actually controlling the situation, are two entirely different things, as the experience with prohibition demonstrates.

State regulation has not been a success. The net effect of such legislation has been for the common carrier to withdraw from the regulated field, change his methods in some respects perhaps and continue operation as a contract carrier not subject to regulation. Representatives of three state organizations stated that this had been the way the law had worked and that it was impossible to enforce it. One of the original proponents of the Ohio regulatory law admitted that it had been a failure.

Among the major reasons why such laws are unworkable are the shadowy distinction between common and contract carriers, and the large number of individual operators. Where states have attempted truck regulation, experience has shown that when a certificated operator finds regulation too great a burden or that it places him at too big a competitive disadvantage with the contract carrier, he simply has had his certificate revoked, classed himself as a contract carrier and continued to handle the same traffic he had under his certificate. Until such time as a workable method of classifying common and contract carriers is developed, truck regulation will be a failure. Moreover, in Ohio for example, there are 1300 certificated operators who own 3000 trucks. Obviously the job of enforcing a law that involves such a large number of small operators is not an easy one.

That it is desirable for the I.C.C. to get itself involved with thousands of such small units in all parts of the country, was questioned at the hearing and the high cost of regulation and enforcement was emphasized. Moreover, it was argued that regulation would prove such a costly burden to the small operators that it would tend to eliminate them and the essential service they are providing in their local communities.

Argued for Separate Consideration

The dissimilarity of the problems involved in regulating buses and trucks are self-evident, although apparently not to the Examiner, as he considers them as one in his recommendations for legislation substantially in accord with the Cummins bill introduced into Congress several years ago and which few thought would ever be brought up again. However, in view of the Examiner's recommendations, it was necessary for the automotive interests to demonstrate again that bus and truck operation are so entirely different that the flexibility and usefulness of the truck would be destroyed if an attempt were made to apply regulation to it that would fit the bus with its fixed routes and regular schedules. Although the bus men did not attempt to speak for the truck, they argued for separate consideration of the two services presumably because they did not want the opposition to truck regulation to delay action on bus legislation.

The spokesmen for the bus left no doubt that the passenger carriers want federal regulation and want it quick. Consequently their arguments dealt with the details of the legislation proposed by the Examiner in contrast with the truck interests who attacked any and all regulation.

What the bus operators want primarily is a federal law providing for the granting of certificates of public convenience and necessity covering interstate routes. The Bus Division approved the administrative plan recommended by the Examiner which vests original jurisdiction in the state utility commissions, and provides for the creation of joint boards and for appeal to the Interstate Commerce Commission. This plan of administration which originated in the Cummins bill and has been incorporated in the Denison bill which the Division has sponsored, however, was attacked by the California bus operators and by operators in the Philadelphia territory.

Public Convenience Not Utilities Protection

The Examiner's ideas as to what should be considered in determining whether public convenience and necessity warrant granting a certificate, also are unacceptable to the bus men. He recommended that consideration should be given to "any other existing transportation agency operating in the same territory and to the effect which the proposed service may have upon any such existing transportation agency, the continued operation of which is important to the community served by it." The bus operators contended that there is no logical reason for regulating one form of public utility for the protection of another utility which might be giving similar service by a different facility. They pointed out that it would have been absurd, for example, to restrict the growth of electric lighting in order to protect the interests of the gas utilities whose service electricity in part displaced. Briefly, the bus men want the determining factor to be whether the public convenience and necessity warrant bus service—not whether bus service will have an adverse effect on the revenues of carriers using other facilities.

Exception also was taken to the Examiner's recommendation that the date in the "grandfather" clause be made March 3, 1925, the day on which the Buck decision was handed down. The Examiner apparently questions the good faith of operators who have entered the interstate field since this decision eliminated state control of this service. The Bus Division recommended that all operations providing service continuously for one year prior to the beginning of the session at which the regulatory law is enacted, be considered as having demonstrated public convenience and necessity. The California bus operators argued that the date should be the beginning of the session at which the regulatory bill is enacted, while the Association of Railway Executives contended for the entire elimination of the "grandfather" clause. It also was urged that the law be worded so that bus rates would not be regulated in relation to rail fares.

Some of the examiner's conclusions might be interpreted to mean that he recommended that railroad bus operations be subject to one regulatory law and all other operators subject to another. This proposal met with unanimous opposition not only from the bus operators but also from the railroads.

The spokesmen for the electric railways urged the Commission to recommend imme-

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These Men Have Noth

Office Force Handles All Prospect File Details—Salesmen Dictate Reports—Management Has Better Control Over Sales Work

THE sales control methods described in the accompanying article represent a decided departure from the conventional. The object of the plan is, of course, to give the salesmen a maximum amount of time for direct selling and at the same time to enable the management to maintain close control over their activities. That this object is being realized demonstrates the practicability of the method. There are some worth-while ideas in this story for every sales executive.

SALES executives are much concerned in these keenly competitive days with sales control methods that will effectively establish a routine of calls and follow-ups for their men. To secure such control, E. M. Lang, general manager of the Seattle Federal branch, is using a plan which, while it represents a rather radical departure from conventional practice, is producing unusual results.

One of the features of this plan is that all prospect file detail is removed from the salesmen's shoulders, this work being handled entirely by the office staff. This policy is carried to the extent that a stenographer is provided to whom the salesmen dictate their reports. Most salesmen find detail clerical work rather irksome and this plan relieves them of it entirely, leaving a maximum of time available for direct sales work. At the same time, the plan provides accurate and complete sales data and has given the management a more effective control over the sales force than had heretofore been obtainable.

"The most difficult thing a sales manager faces is promoting a consistent and regular routine of calls by his salesmen," Mr. Lang says. "Piling up a sizable sales volume depends largely on seeing more prospects and as often as is necessary. The average salesman will get all excited about a hot prospect. For ten days or maybe two weeks he'll camp on the prospect's trail in a mad rush with scores of competitors. He'll be loath to let the man out of his sight. Finally the name may or may not go on the dotted line, and just whose dotted line is always uncertain. In any event the salesman wakes up from this sales' spree, and finds that many good leads have been neglected during the hot chase. If the sale is lost to a competitor, there is a mental let-down that may affect his sales performance for a week.

"We do not permit our men to carry all their eggs in one basket, even for a few days. We maintain that the hot prospect will not suddenly turn cold enough for an Irish wake—disregarding all other potential business. Furthermore, the plan that prevents this sort of thing, operates entirely independent of the active participation of the salesman. The average salesman refuses to worry about details, so we have removed them from his shoulders."

When the system was adopted, this firm selected a master prospect list, made up largely from names secured from the classified section of the telephone directory. Mr. Lang believes that this source of prospects offers more clean sales than any other. The firm uses a zone system of selling, to make it easier for each salesman to cover a given territory thoroughly.

This master list is carded on white cards, 4 by 6 inches, one name to a card, and the name of the salesman. They are grouped and filed by zones. From these cards is made up daily a call sheet for every salesman, containing from fifteen to twenty-five names. This sheet is 8½ by 11 inches, and at the top is the zone number and salesman's name and date. Also on this "Daily Schedule of Calls," is listed the names of "call-backs," who have previously been listed in the files for repeat calls during the "warming up" process. This firm finds that its men can make about 225 new calls each month and still give proper attention to "warm" and "hot" prospects.

Salesmen Give Verbal Reports Daily

Every morning each salesman must give a verbal report of his previous day's activities, which report is recorded in shorthand by a girl in the office. This report is later transcribed by typewriter to a large report sheet—one for each prospect. Reports on repeat calls go on the same sheet, to give the sales manager a continuity of effort at a glance. Obviously it is easier for the salesman to make verbal reports than with pen or pencil, but more difficult for him to fake a report. He doesn't remember what he reported before, and has no record of it. If there is inconsistency, a check-up follows. The salesman is not given credit for "not-in" calls. These are carried forward to the next day's "call sheet"; the first time, one asterisk is placed before the name, two asterisks on the second occurrence, etc. If this happens four times consecutively the salesman must make a report to the manager. The girl in charge reports all such matters to the sales desk.

Following is a typical report required by this firm—contained on one sheet and showing the progress with one prospect (the average card is too small for complete reports, but this sheet is letterhead size).

ing *to Do* But Sell

By

Mandus E. Bridston

Blank Material Company, John Doe, buyer.
2341 Union Avenue, Paul Jones, salesman.
Phone, Elliott 6195.

August 1.

"Asked for a proposition on W4 Model, trading in his old truck. Quoted him $—— for chassis, freight, painting, bumper and radiator guard and 40 x 14 rear tires, less $—— for allowance on his old truck, which is now in our shop, making net $——. He is to phone me tomorrow or I am to call at his place.

Aug. 2nd: "Mr. Doe was at the branch today and spoke to Mr. Brown about a deal for Model W4 on the same proposition given him yesterday. He said he will take it up with his father tonight and I am to see him again tomorrow at 11 o'clock.

Aug. 3rd: "Called there with Mr. Brown but was not able to reach Mr. Doe, on account of mishap they had with one of their trucks. Later in the day I got in touch with Mr. Smith of their company and he asked price on W4, trading in his truck. Will give him this immediately.

Aug. 4th: "Mr. Doe has decided to have his old Federal repaired and asked quotation on W4 and U5, trading in his truck. Quoted him the following prices . . . . . He said he wants two or three days to think this over. Call back Aug. 6th.

Aug. 12th: "Sold them a C2w with dump equipment."

As the daily reports on the prospect calls are received by shorthand, the varying results necessitate a grouping of the names into different classifications. If a name included in the call sheet is definitely not a prospect for a truck, the name is killed, and placed in a separate file. If a prospect will be in the market within six months, the name goes on a "warming up" list. If he is an immediate buyer, his name goes on a "hot list." The names on these two lists are changed daily by the girl in charge, according to the information furnished by the salesmen, so that at all times the sales desk is in close touch with developments, particularly with respect to "closers."

On the "hot" and "warming up" lists are used a series of symbols to facilitate quick analysis. "L" placed before a name means "Lost sale"; "S" stands

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JULY

WEEK 7/31	Dly. Sched. Calls	Call Backs Made	New Calls Made	Calls not Sched. Made	Short of Sched.	Kills	Total Calls made	New Prosp. found	Hot Prosp. found	Warming up Prosp.	New Trucks Sold	See Hand Truck Sold
HART	48	25	23	26	--	25	74	19	3	11		
DIALL	71	28	43	10	3	29	81	16	5	21		
CORDT	46	21	26	6	4	14	53	14	8	22		
WIGGINS	108	7	81	--	27	50	88	15	5	11		
THORSON	14	31	14	31	--	--	76	--	11	2		
CURTIS	7	13	8	24	--	--	45	4	11	--		
WRIGHT												
PRATT	123	6	78	11	37	56	95	19	7	9		
MARRAH	84	4	86	4	10	49	94	36	10	26		
MOORE												
TERHUNE												
TOTAL	501	135	359	112	81	223	606	122	60	102		
TOTAL 1st wk.	335	122	207	37	23	72	366	137	54	187		
" 2nd "	521	113	301	82	116	107	496	216	45	235		
" 3rd "	274	84	145	58	32	60	287	116	34	164		
" 4th "	501	135	359	112	81	223	606	122	60	102		
TOTAL MONTH	1631	454	1012	289	252	462	1755	591	193	688		

Average number of salesmen making report for month of July----------7
Each salesman's average calls per month----------250 5/7
Each " " " " day----------10½
New Car Orders----------
New Car Deliveries----------
Used Car Deliveries----------
Total new prospects, month of July----------591
Hot Prospects on hand August 1st----------183
Warming up prospects on hand August 1st----------688

This weekly and monthly recapitulation of work accomplished by the sales department serves to control and keep each salesman on his round of regular and assigned calls

Who *Is Your* Competitor?

In the New Competition, It May Be Another Truck Dealer or It May Be the Manufacturer of Some Other Machine Equipment

TREMENDOUS sales effort is being exerted by manufacturers of all types of equipment, each striving to secure for himself a larger share of industry's equipment budget. As a result business is under pressure from all angles to replace obsolete equipment with new machinery that will do the work more efficiently. Fortunately business is receptive to this type of salesmanship because, under present keenly competitive conditions, lowered costs are essential to the maintenance and expansion of profit margins.

Fundamentally the motor truck is a machine—its role in industry is no different from that of the lathe or the power loom or the bottling machine. These and other machines are simply mechanical contrivances that can perform certain functions for commerce and industry more economically than they can be accomplished in any other manner.

Do You Know What Your Competition is?

Consequently, when the truck dealer solicits a laundry, for example, very likely he is competing not merely with the other truck dealers in his town, but also with the makers of power laundry equipment. Similarly the grocer may be wavering between a truck and a new refrigerator. Only the dealer or salesman who maintains close contact with his prospects and customers will have sufficient intimate knowledge of their business to know what his competition is. If the competition is another make of truck, the sales problem is one thing but, if it is a laundry machine or a refrigerator, the situation calls for entirely different handling.

Where the trade finds that the real competition is some other type of machinery, the advantages and economies of the motor truck must be presented at least as effectively as the lathe, the power loom, the bottling machine, or whatever it happens to be, is portrayed by the salesmen selling these products. Each prospect is going to spend the money he has available for new equipment on the basis of the facts he possesses on which he can make a decision. If the machinery salesman does a better job than the motor truck salesman, very likely the prospect will make the old truck run another year.

It is not to be inferred that the motor truck trade should endeavor ruthlessly to grab as big a slice of industry's equipment budget as it can get regardless of the economics of the individual case. But it is self-evident that unless motor truck salesmanship is on a par with the merchandising effort behind other types of machine equipment, the truck industry is not going to get its share—not to mention more than its share—of the business man's equipment dollar.

This is perhaps the most direct effect that the *new competition*—which has been defined as "the competition of all industries for as much as they can get of the national income, for their share and more of the consumer's dollar"—is having on the truck industry. It is not the only effect, however. Because the motor truck is not sold to consumers in the sense that a pound of butter or a suite of living room furniture is, it might appear that this *new competition* is a matter of little concern to the truck trade except for the conditions outlined in the preceding paragraphs. A moment's consideration, however, will show that it has real importance, for one of the fundamentals of equipment salesmanship is an appreciation of the prospect's problems.

The business man who buys our trucks is contending not only with the familiar *intra*-industrial competition. He also is faced with an *inter*-industrial competition in which merchants and manufacturers of entirely different kinds of products are seeking to get as much as possible of what formerly had been his share of the consumer's dollar. Cooperative selling campaigns are urging his customers to "Say It with Flowers," to "Eat More Cranberries," that "Nothing Takes the Place of Leather," etc. A recent count showed 85 such campaigns in progress at the present time.

These conditions are making skillful management the only route to satisfactory earnings. To an increasing extent, profits are coming from economies and, as a consequence, costs are being scrutinized more carefully than ever before. Particularly is this true of distribution expense of which truck operation is an important element in many businesses.

Economical Operation and New Competition

Economical motor transportation depends, first, on the correct application of the vehicle and its equipment and, second, on its intelligent operation. Both of these factors have been recognized as fundamentals from the beginning. They are reiterated here only to emphasize the fact that they have taken on added importance in this era of the *new* competition when business is concentrating on cost reduction. While the efficiency with which trucks are used is entirely under the control of the operator, the truck dealer and salesman by maintaining interest in the vehicle after it is sold, can exercise a considerable influence on operating methods. By stressing the importance of proper maintenance and of keeping cost records as a means of measuring performance and as an operating guide, for example, the trade can do much to promote intelligent operation.

The *new* competition demands a new salesmanship—perhaps it would be more accurate to say a better salesmanship—and unquestionably an industry which has built a transportation agency of nearly three million vehicles in a quarter of a century can meet this demand.

State Restrictions

on Motor Vehicle Weights *

Compiled by the Motor Vehicle Conference Committee

ALABAMA

22,000 lbs. gross.

ARIZONA

22,000 lbs. gross on 4 wheels; 23,000 lbs. when equipped with 4 cushion wheels; 34,000 lbs. on 6 or more wheels; 18,000 lbs. on one axle; 9000 lbs. on one wheel; 700 lbs. per inch width of tire measured between flanges of rim for rubber tires and 500 lbs. per inch width of tires for metal tires.

ARKANSAS

22,000 lbs. gross on 4 wheels; 28,000 lbs. gross on 6 wheels and 3 axles when front and rear axles are not less than 8 ft. apart or on 8 wheels and 4 axles when second and third axles are not less that 8 ft. apart. Rear axle limit, ¾ of gross; ½ axle load on one wheel. Trailer with two wheels shall be figured as carrying ¾ of gross.

A graduated scale of weight limits based on nominal tire widths is also prescribed.

CALIFORNIA

22,000 lbs. gross on 4 wheels; 23,000 lbs. if equipped with cushion wheels; 18,000 lbs. on one axle; 9000 lbs. on one wheel; 34,000 lbs. gross on 6 or more wheels.

Rubber tires, 700 lbs. per in. (base) width of tire.

Metal tires, 500 lbs.

COLORADO

28,600 lbs. load on 4 wheels.

700 lbs. per inch width of tire at channel base.

CONNECTICUT

26,000 lbs. gross, not less than 20 per cent on one axle; 800 lbs. per in. (channel measurement) width of solid tire.

Thickness of Tire

5 in. or less wide	⅞ in. thick
6 in. to 8 in	1 in. thick
Over 8 in	1⅛ in. thick

DELAWARE

22,000 lbs. gross. (Tractors 28,000 lbs. gross.) (Trailers limited to 10,000 lbs. capacity.) On one axle, 16,000 lbs.; 700 lbs. per inch width of tire. (Point of measurement not fixed.) Trailers equipped with metal tires, gross weight limit of 6,000 lbs. for state highways.

DISTRICT OF COLUMBIA

28,000 lbs. gross on 4 wheels or less.
22,400 lbs. on one axle.

Lbs. Per Inch Width of Tire

Tire width inches	*Weight per inch width*	*Minimum thickness of rubber, inches*
3 to 4	500 lbs.	⅞
5 to 6	700 lbs.	1
7 up	800 lbs.	1⅛

FLORIDA

Outside municipal corporations:

Gross Wt.	*Pneu. Tires*	*Solid Tires*
Trucks	16,000 lbs.	8,000 lbs.
4 wheel trailers	8,000 lbs.	3,000 lbs.
2 wheel trailers	3,000 lbs.	1,500 lbs.

600 lbs. per inch width of tire—solid measured at point of contact, pneumatics at widest point.

County Commissioners may permit on county highways 8000 lbs. on one axle (solid tires) and 16,000 on one axle (pneumatic).

GEORGIA

22,000 lbs. gross on 4 wheels or less.
17,600 lbs. gross on one axle.
800 lbs. per inch of width of tire (measured between flanges).

IDAHO

No truck over 2 tons capacity shall operate on any but rubber tires. 500 lbs. per inch width of tires for tires over 2 in. width; under 2 in. width, 350 lbs.

Point of measurement, pneumatic tires between flanges of rim; solid tires, the base.

ILLINOIS

24,000 lbs. gross on 4 wheels.
40,000 lbs. gross on 6 or more wheels if axles are not less than 40 in. apart.
On one axle, 16,000 lbs.
800 per inch width of tire.
Point of measurement not fixed.
Gross weight of any trailer or semi-trailer, 32,000 lbs.
Within cities of 20,000 or more population 50 per cent greater limits allowed.

INDIANA

28,000 lbs. gross on 4 wheels or less; 22,400 lbs. on one axle; 800 lbs. per inch width of tire measured between flanges of rim.

IOWA

28,000 lbs. gross, pneumatic tires.
24,000 lbs. solid rubber tires.
On one wheel, 8000 lbs.

Per Inch Width of Tire

800 lbs. on hard-surface road.
Point of measurement between flanges of rim.

Common Carrier Maximum Weight

Pneumatics	18,000 gross
Solids	14,000 gross

Special permit must be obtained if truck is over 6 tons capacity.

KANSAS

Cities have power to regulate size of tread and weight of vehicle over certain streets and to prescribe routes for vehicles of more than 5000 lbs. gross weight.

KENTUCKY

28,000 lbs. gross on single unit of 4 wheels or less.
18,000 lbs. gross on one axle.
800 lbs. per inch of rubber tires. (Point of measurement, surface contact.)
Steel tires limited AT ANY SEASON OF YEAR to:

Per Inch Wide of Tire

	Gross Wt. Steel Tire
Less than 3	7,500 lbs.
3, less than 5	9,000 lbs.
5 or over	10,000 lbs.

From December 15 to April 1, steel-tired vehicles are limited to two-thirds of the above weights, and vehicles equipped with rubber tires are limited to 600 lbs. per inch width of tire on roads with other than hard surface.

LOUISIANA

15,000 lbs. gross on rear axle. No more than 10 per cent in excess of rated capacity allowed.

600 lbs. per inch (base) width of rubber tires.

350 lbs. per inch (base) width of metal tires.

MAINE

18,000 lbs. gross on 4 wheels (50 per cent more on 6 wheels) distributed not more than 13,500 lbs. per axle nor more than 700 lbs. per inch (base) width of tire. If weight distribution is not more than 600 lbs. per inch (base) width of tire, nor more than 16,000 lbs. per axle, gross weight may be 20,000 for 4 wheels.

MARYLAND

25,000 lbs. gross on 4 wheels; 40,000 lbs. on 6 wheels. Vehicles with rated carrying capacity of more than 10,000 lbs. on 4 wheels or 20,000 lbs. on 6 wheels not registerable. 650 lbs. per inch width of tire. (Point of measurement not fixed.)

MASSACHUSETTS

28,000 lbs. gross. 800 lbs. per inch width of tire. (Point of measurement not fixed.) 40,000 lbs. gross on truck and semi-trailer on designated highways.

(The Division of Highways has promulgated regulations limiting the gross weight of commercial vehicles to 20,000 lbs. or 500 lbs. per inch width of tire on properly posted highways outside the Metropolitan District.)

MICHIGAN

Distance Between Axles	*Gross Weight Per Axle Lbs.*
9 ft. or over	18,000
8 ft. 6 in. to 9 ft.	16,500
7 ft. 6 in. to 8 ft. 6 in.	15,000
6 ft. 6 in. to 7 ft. 6 in.	13,000
5 ft. 6 in. to 6 ft. 6 in.	11,500
4 ft. 6 in. to 5 ft. 6 in.	10,000
3 ft. 6 in. to 4 ft. 6 in.	8,500

In no case shall the maximum wheel load exceed 700 lbs. per inch width of tire.

Another scale of axle loads considerably less than the above, is prescribed for hard surface roads during March, April and May. In no case during this period shall the maximum wheel load exceed 450 lbs. per inch width of tire when axle spacing is less than 9 feet, or 525 lbs. per inch of tire where axle spacing is 9 feet or over.

Still another scale of axle loads, less than those allowable on hard surfaced roads, is prescribed for all other roads during March, April and May. In no case during this period shall the maximum wheel limit exceed 450 lbs. per inch width of tire.

MINNESOTA

28,000 lbs. gross on 4 wheels.
On one axle, 22,400 lbs.
800 lbs. per inch (base) width of tire.

MISSISSIPPI

12,000 lbs. carrying capacity.

---

* *A trailer, when considered in connection with these restrictions, is generally defined as a separate unit. Although state laws are not specific on this point, replies received by the Committee from state authorities indicate that in only four states, namely, Connecticut, Vermont, Virginia and West Virginia, is a trailer and its drawing vehicle regarded as one unit.*

MISSOURI

24,000 lbs. gross on 4 wheels; 38,000 lbs. on 6 wheels. One one axle, 16,000 lbs., 600 lbs. per inch width of tires, measured between flanges of rim.

(In cities of 75,000 or more 28,000 lbs. gross on 4 wheels; 42,000 lbs. on 6 wheels. On one axle, 22,400 lbs.)

MONTANA

..... X .....

NEBRASKA

On one wheel, 7000 lbs.; 600 lbs. per inch of tire width. (Point of measurement not fixed.)

NEVADA

25,000 lbs. gross on 4 wheels; 30,000 lbs. on 6 wheels and 3 axles, no two of which are less than 96 inches apart. 600 lbs. per inch (base) width of tire. These restrictions do not apply to tractors with movable tracks.

NEW HAMPSHIRE

20,800 lbs. gross on 4 wheels or less.
On one axle, 15,000 lbs.
Per inch (base) width of tire, 750 lbs.

NEW JERSEY

30,000 lbs. gross, except over bridges posted for lesser weight.
800 lbs. per inch (base) width of tire.
Specific limits are prescribed for various sizes of tires and wheel diameters.

NEW MEXICO

12,000 lbs. load.
Per inch width of tire, 700 lbs.
(Point of measurement not fixed.)

NEW YORK

28,000 lbs. gross on 4 or more wheels.
On one wheel, 11,200 lbs.
If axles closer together than 8 feet, 5600 lbs. on one wheel.
700 lbs. on one wheel.
Truck or tractor with 2-wheel trailer or semi-trailer, 42,000 lbs. gross (11,200 lbs. on one wheel.)
If axles are less than 12 feet apart, 11,200 lbs. on one wheel, less 1400 lbs. for each foot less than 12 feet.
Point of measurement: Solid tires, tire base channel or flanges or rim; pneumatic tires, greatest width of tire casting.
In New York City no restriction except 30,000 lbs. gross on bridges.

NORTH CAROLINA

20,000 lbs. gross. (Passenger vehicles operating under certificate granted by Corporation Commission limited to 15,000 lbs. gross. Property carriers to 18,000 lbs. gross.)
600 lbs. per in. of tire.

NORTH DAKOTA

State Highway Commission Boards of County Commissioners and other appropriate bodies may classify the highways under their jurisdiction and prescribe weight limitations for vehicles using such highways.

OHIO

20,000 lbs. gross.
36,000 lbs. on 6-wheel units.
Per inch width of tire, solid and pneumatic, 6 in. or over, 650 lbs.; measured between flanges of rim. The weight per inch decreases in proportion to the size of tires under 6 inches in width. Metal tires over 3 inches in width, a load of 800 lbs. additional per inch where total of tires on all wheels exceeds 12 inches.
Tires 5 inches or less in width must be at least $\frac{7}{8}$ inch thick; over 5 inches through to 8-inch tires, 1 inch thick; over 8-inch tires, $1\frac{1}{8}$ inches thick.
Trailers considered separate units for purposes of weight limitations.

OKLAHOMA

20,000 lbs. gross.
On one axle, 16,000 lbs.
Per inch width of tire, 800 lbs. (Point of measurement not given.)
Minimum tire width on any vehicle, 3 inches, unless written permit obtained from Board or official having charge of highways.

OREGON

Gross weight, 20,000 (measurement, point of contact.)
On one axle 14,400 lbs. maximum limit under any condition, but where total tire width on all 4 wheels is less than 30 inches then not more than 500 lbs. per inch total width of tires on axle is allowed; when total tire width on 4 wheels is 30 inches or more, then axle weight is limited to 600 lbs. per inch width of tires on axle.
When any two axles are spaced less than 8 feet apart, then weight on any one axle is limited to 8000 lbs.
If total concentrated weight on highway is 6500 lbs. or less, tires must be at least 1 inch thick; over 6500 to 11,000 lbs., $1\frac{1}{4}$ inches; over 11,000 lbs., $1\frac{1}{2}$ inches.

Metal Tires

7000 lbs. gross.
3500 lbs. on one axle.

PENNSYLVANIA

26,000 lbs. gross weight, distributed not more than 19,500 lbs. per axle nor more than 800 lbs. per inch (point of measurement, contact with surface) width of tire. Combined units limited to 39,000 lbs. gross. Vehicles are classified according to chassis weight, and gross weight limits are prescribed for each class, as follows:

Chassis Weight	*Gr. Wt. Lbs.*
Class R (less than 2000 lbs)	5,000
Class S (2000 lbs. and less than 3000 lbs.)	7,000
Class T (3000 lbs. and less than 4000 lbs.)	11,000
Class U (4000 lbs. and less than 5000 lbs.)	13,000
Class V (5000 lbs. and less than 6000 lbs.)	18,000
Class W (6000 lbs. and less than 7500 lbs.)	22,000
Class Y (7500 lbs. and less than 9000 lbs.)	25,000
Class Z (9000 lbs. or over)	26,000

Electrically operated vehicles also divided into eight classes (R-Z), based upon weight of chassis, battery body and load, and gross weight limits fixed.

RHODE ISLAND

40,000 lbs. gross on 6 wheels and 3 axles.
28,000 lbs. gross on 4 wheels.
On one axle, 10,000 lbs., metal tires; 22,400 lbs., rubber tires.
On one wheel, 800 lbs. (rubber tires) per inch; 500 lbs. (metal tires) per inch.
Point of measurement, between the flanges of the rim.

SOUTH CAROLINA

20,000 lbs. gross on 4 wheels.
Common carriers, 17,000 lbs. gross on solid tires; 18,000 lbs. on pneumatic tires.
15,000 lbs. gross on one axle.
600 lbs. per inch width of tire.
Point of measurement: Pneumatic, between flanges of rim; soid, actual width of tire.
No truck greater than 4 tons capacity licensed to operate except by consent of authorities having charge of highways over which truck will operate and approval of State Highway Engineer.

SOUTH DAKOTA

20,000 lbs. gross weight.
16,000 lbs. gross on one axle.
600 lbs. per inch width of tire (measured between flanges of rim).

TENNESSEE

20,000 lbs. gross weight.
650 lbs. per inch (contact) width of tire.
These restrictions do not apply in the following counties: Shelby, Davidson, Laurence, Knox, Sullivan, Hamilton and Loudon.

TEXAS

Not more than 6000 lbs. gross weight on any one wheel, nor greater than 650 lbs. per inch of tire width. (Point of measurement not fixed.) Solid rubber tires must be at least 1 inch thick. No motor vehicle shall operate upon highways with a load of more than 10 per cent in excess of its registered carrying capacity.

UTAH

20,000 lbs. gross. On one wheel, 7500 lbs. No license issued for trucks of more than 5 tons capacity except for use in cities of first class.
Per inch width of tire, 600 lbs. on hard-surface highways; 400 lbs. on sand or gravel, measured between flanges of the rim.

VERMONT

16,000 lbs. gross in towns and incorporated municipalities.
600 lbs. per inch (contact) width of tire.

VIRGINIA

Weight of vehicles limited to 10,000 lbs.
Weight of load not to exceed 10,000 lbs.
Per inch of tire width, 700 lbs. on Class A roads; 600 lbs. on Class B roads, and 500 lbs. on Class C roads. Point of measurement, contact with road. Special permits must be obtained for trucks with metal tires.
(Limit of 10,000 lbs. load does not apply in cities having power to regulate by ordinance.)

WASHINGTON

24,000 lbs. gross on a single unit of 4 wheels or less with wheelbase of 10 feet; 18,500 lbs. gross on one axle.
27,500 lbs. gross on a single unit of 6 wheels with a wheelbase of 12 between first and second axles and 3 ft. 6 in. between second and third axles; 11,000 lbs. gross on one axle.
42,500 lbs. gross on 3 axles, providing wheelbase is not less than 10 ft. between first and second axles and not less than 12 feet between second and third axles.
44,000 lbs. gross on 4 axles, providing wheelbase is not less than 10 feet between first and second axles, not less than 6 feet 6 inches between second and third axles, and not less than 12 feet between third and fourth axles. 10,000 lbs. gross each on third and fourth axles.
51,000 lbs. gross on 5 axles, providing there is the required distance between axles. 9,000 lbs. gross each on third, fourth, and fifth axles.
56,000 lbs. gross on 6 axles providing there is the required distance between axles. 8,000 lbs. gross each on third, fourth, fifth and sixth axles.
Per inch (base) width of tire, 625 lbs., metal; 800 lbs., rubber.
A scale of wheelbases and axle weights is also provided for trailers.
Where wheel load is less than 6,000 lbs. gross, tires must be $1\frac{1}{4}$ in. thick; more than 6,000 lbs., $1\frac{1}{2}$ in. thick.

WEST VIRGINIA

20,000 lbs. gross.
On one axle, 17,000 lbs.
9,000 lbs. on any one wheel. 600 lbs. per inch width of tire (surface contact).
Combined gross weight of tractor, with caterpillar tread, drawing trailers, may be 22,000 lbs.

WISCONSIN

24,000 lbs. gross on Class A highway; 15,000 lbs. on Class B highway. Not more than 80% of gross weight allowed on one axle.
Semi-trailer weights limited to 18,000 lbs. gross on Class A highways; 11,250 lbs. on Class B highways.

WYOMING

25,000 lbs. gross on 4 wheels. 18,000 lbs. gross on one axle. 700 lbs. per inch width of tire measured between flanges of rim.

148 Vehicles in Commercial Transportation Exhibit *Staged by* Philadelphia *Dealer*

WHAT is perhaps the most extensive display of automotive transportation equipment ever attempted by one company, was opened in Philadelphia on February 6 by Thornton-Fuller Auto Co., Dodge Brothers dealer. The exhibit, which is being staged with the cooperation of the factory, covers 44,000 sq. ft. of space and includes over 100 Graham Brothers trucks and buses shown in chassis form as well as with a wide range of body types, together with the Dodge Brothers passenger car line. In all 148 vehicles are on display. Almost the entire field of truck use is covered so that there are very few business men attending who do not find something on display that is directly applicable to their needs.

Part of the maintenance department display. Left: Interesting design in a refrigerator body for ice-cream delivery

All of the standard body styles such as panel, screen side, open express, canopy top, etc., are shown together with a great many special jobs. The new Graham Brothers dump chassis is exhibited with power, hand and gravity dump bodies and there is an extensive display of tank equipment including a 1500-gal. semi-trailer tanker in combination with a dump chassis as a tractor. Another interesting design is a refrigerator body for ice cream delivery designed for use with dry ice (solid carbon dioxide). Special public utility models are featured as well as such public service types as buses, fire apparatus, street flushers, etc.

The exhibit has been extensively promoted by newspaper, poster and direct mail advertising not only in Philadelphia area but also in the surrounding territory within practical traveling distance. Dodge Brothers dealers within a radius of 200 miles are attending the exhibition and many are bringing prospects with them as it gives them an opportunity to show the trucks equipped with bodies adapted to the needs of particular vocations.

In addition to the vehicles shown, a number of manufacturers of special equipment for Dodge Brothers engines and chassis are exhibiting. These include Millspaugh & Irish Corp.; Motor Stores, Inc.; Allen B. Rogers; Columbian Steel Tank Co.; Heil Co.; Braden Steel & Winch Co.; Wood Hydraulic Hoist & Body Co.; Hoover Body Co.; Batavia Metal Products Co.; Superior Body Corp.; Hughes-Keenan Co.; Boyer Fire Apparatus Co.; Municipal Supply Co.; Manley Mfg. Co.; Anthony Co.; Abbey-Sherer Co.; Scheid Body Co.; Quaker City Iron Works; Metropolitan Body Co.; Budd Mfg. Co.; Kaiser Body Co.; Derham Body Co.

Two sections of the extensive motor transportation display staged by Thornton-Fuller Auto Co., Philadelphia Dodge Bros. dealer

Chassis Dynamometer

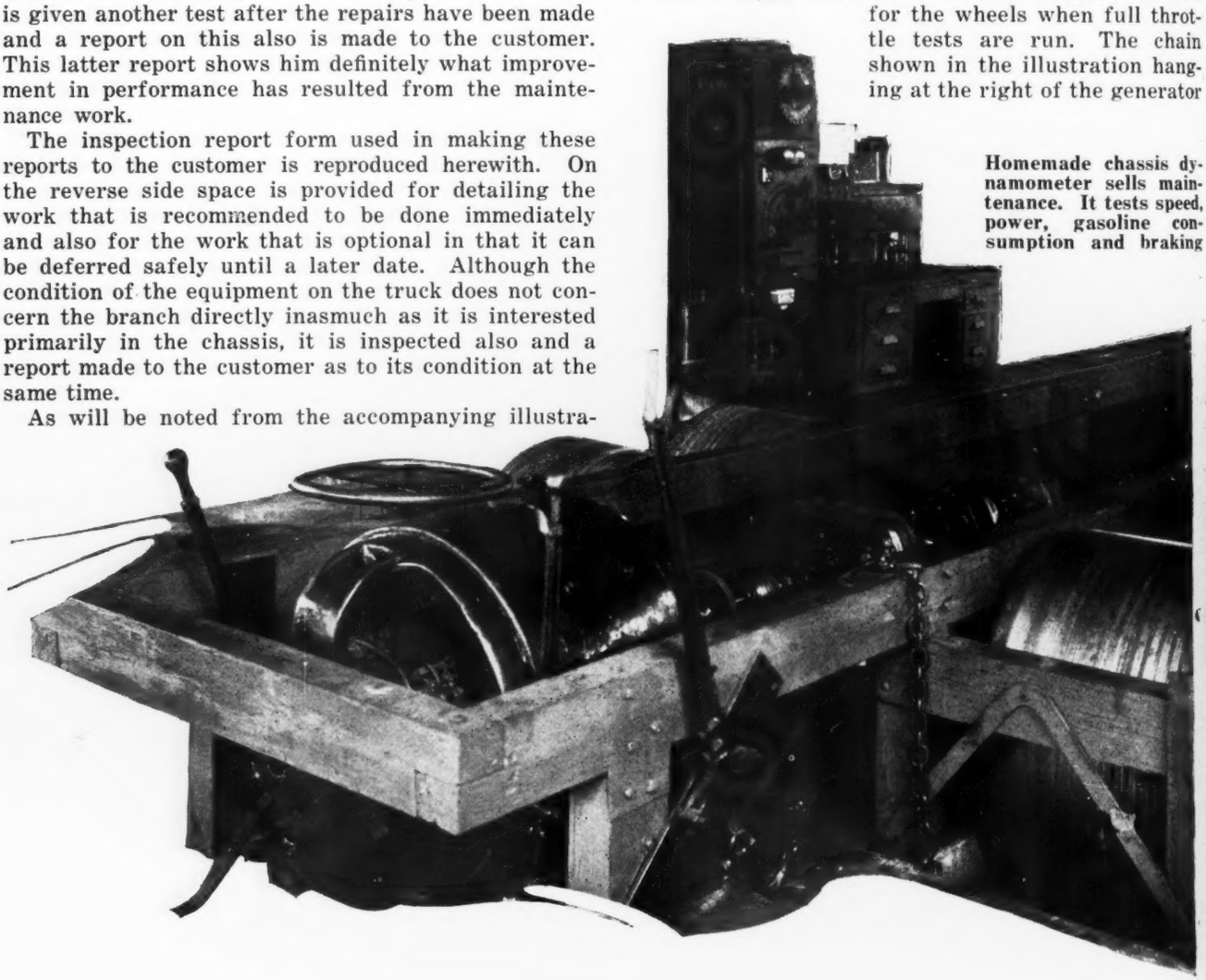
Homemade Equipment Increases Sales and Takes Guesswork Out of Maintenance

A HOMEMADE chassis dynamometer in the maintenance department of a big-city factory branch has proven itself to be not only an exceptional service salesman but also of very definite assistance in diagnosing trouble and in improving the quality of work done. The equipment was designed and built by the service manager at a relatively small cost through the ingenious use of material available in the shop together with some second-hand units purchased. In selling maintenance, the customer's truck is run on the dynamometer and tested for speed, power, gasoline consumption and braking and at the same time is given a thorough inspection. The customer is given a report of this test and a recommendation is made as to the work that should be done immediately and that which it is desirable to have done but which is not absolutely essential at the time. If the customer orders the work done, and he usually does, the truck is given another test after the repairs have been made and a report on this also is made to the customer. This latter report shows him definitely what improvement in performance has resulted from the maintenance work.

The inspection report form used in making these reports to the customer is reproduced herewith. On the reverse side space is provided for detailing the work that is recommended to be done immediately and also for the work that is optional in that it can be deferred safely until a later date. Although the condition of the equipment on the truck does not concern the branch directly inasmuch as it is interested primarily in the chassis, it is inspected also and a report made to the customer as to its condition at the same time.

As will be noted from the accompanying illustration, the dynamometer ramps are of wood construction with steel bracing. The drums on which the rear wheels rest, are steel bases obtained from worn-out solid tires. The forward pair of drums are located at either end of a rebuilt double reduction rear axle while the rear pair run idle. The pinion shaft of the double reduction axle is connected through a flexible coupling to an old transmission which has been reconstructed to provide direct drive, a 2 to 1 speed change either up or down, and reverse. From the drive-end of the transmission, the connection is through suitable couplings to the generator. The generator was purchased second-hand and is rated at 250 volts and 66.7 amperes which provides ample capacity. Brakes are provided at the drums which may be operated independently so that curve conditions may be reproduced and the differential tested.

The large hand wheel at the left of the generator is used to apply load to the vehicle to secure traction for the wheels when full throttle tests are run. The chain shown in the illustration hanging at the right of the generator



Homemade chassis dynamometer sells maintenance. It tests speed, power, gasoline consumption and braking

Used *to* Sell Service

and just in back of the framework around the drums, is used for this purpose. It is passed over the chassis and connected to a winch on the left side of the dynamometer. This winch was made from a chain block and is operated by the large handwheel referred to previously.

Energy developed by the generator is absorbed by the rheostat mounted on the wall behind the switchboard, except for a small portion which is diverted to drive a fan providing forced air circulation through the radiator of the truck on the dynamometer. The switchboard carries a control for the rheostat as well as a starting switch for use when it is desired to run the generator as a motor to rotate the rear wheels and transmission line of the truck and also its engine if necessary. At the right of the switchboard there is a tachometer which measures generator r.p.m. and a speedometer registering the truck speed and the distance traveled. The device for measuring fuel consumption also is shown on the wall at the right of the desk.

In making a test the first step is to check the speed and then set and seal the governor at the recommended r.p.m. The carburetor is then connected with the fuel measuring device and runs made at no load and at full throttle, the distance traveled being taken from the odometer dials on the speedometer for a given quantity of fuel. From these data, the miles per gallon are computed. Horsepower readings are next taken at three different speeds. Generator output is determined by multiplying the readings of the switchboard voltmeter and ammeter which gives watts. The watt output is then converted into horsepower (1 horsepower equals 746 watts) and then a correction factor applied to take care of the losses in the generator and transmission line. The precision of this method might be questioned but it should be remembered that the results are used mainly for comparison and consequently any errors involved in estimating generator and transmission line losses, probably do not influence materially the relationship between the power before and the power after repairs, nor do they affect greatly comparisons with any standard of performance that might be established for a particular model.

Following this the transmission is tested under load in all of its speeds as is the differential by means of the individual brakes referred to previously. The brakes are also tested for the distance required to stop and notation made as to the comparison between wheels so that proper equalization can be obtained.

INSPECTION REPORT

OWNER _____
ADDRESS _____
OWNERS NUMBER _____
INSPECTED ____ BY _____
CONDITION OF CAR AT TIME OF INSPECTION _____

A

ROAD SPEED ___M.P.H.

B

HORSE POWER
___AT ___M.P.H.
___AT ___M.P.H.
___AT ___M.P.H.

C

GAS CONSUMPTION PER MILE AT ___M.P.H.
LIGHT ____
LOADED ____

D

COMPRESSION
#1 CYL. ____
#2 " ____
#3 " ____
#4 " ____

E

BRAKES ___ CAR TESTED WITHOUT LOAD
CAR STOPPED IN ___FT AT ___M.P.H.

F

RESULT OF INSPECTION AND TEST

CAR NUMBER _____
MODEL _____
DELIVERY DATE _____
INSPECTED ____ BY _____
CONDITION AFTER RECOMMENDED WORK WAS COMPLETED _____

A

ROAD SPEED __M.P.H.

B

HORSE POWER
___AT ___M.P.H.
___AT ___M.P.H.
___AT ___M.P.H.

C

LIGHT ____
LOADED ____

D

COMPRESSION
#1 CYL. ____
#2 " ____
#3 " ____
#4 " ____

E

CAR STOPPED IN ___FT AT ___M.P.H.

F

INSPECTION CHECK AND REMARKS

	REPAIRS NEEDED	REPAIRS OPTIONAL	UNITS O.K.
COOLING SYSTEM			
FAN			
IGNITION SYSTEM			
LIGHTING SYSTEM			
GOVERNOR ASSEMBLY			
HORN			
CYLINDER BLOCK ASSEM			
TIMING GEARS & CASE			
CRANK CASE ASSEMBLY			
ROD ASSEMBLY			
OILING SYSTEM			
MANIFOLD ASSEMBLY			
AIR CLEANER			
CLUTCH			
INTER DRIVE			
GEAR SHIFT			
UNIVERSAL JOINTS			
DIFFERENTIAL ASSEM			
REAR AXLE ASSEMBLY			
BRAKES			
FRONT AXLE ASSEMBLY			
STEERING COLUMN			
SEAT STRUCTURE			
COWL ASSEMBLY			
FRAME & BRACKETS			
WHEELS & TIRES			
BUMPER & BRACKETS			
EQUIPMENT			
GREASE			
OIL			
MISC ITEMS			
TRANSMISSION ASS'N			
GASOLINE SYSTEM			

DUPLICATE COPY MAILED ON COMPLETION OF WORK _____

This inspection report shows customers what improvements in performance have resulted from maintenance work recommended. It also serves as an inspecting guide

Only a portion of the brake inspection is made on the dynamometer. The brakes naturally must be in almost perfect adjustment to operate on the dynamometer as, due to the differential action, if one brake has a considerable drag, the wheel will stop. Therefore it is possible to adjust the brakes almost perfectly on the stand. In applying the brakes on the stand, a comparison is made of the two brakes by the coast. The actual stop test is made over a measured distance on the service station floor in bad weather and in good weather on the street. This test is made with the truck empty and an effort is made to get as short a stop as possible without sliding the tires.

Compression is tested in each cylinder by means of a push-pull pump. Spark plugs and battery acid are inspected, and starting motor, generator and magneto or distributor examined. During the test, record is made of cooling water temperatures.

(Turn to page 30, please)

C. C. J. Shop Ideas

THIS page is designed primarily to help service station repairmen in effecting economies in time, labor and money. Salesmen, however, can also profit by scanning over these practical hints.

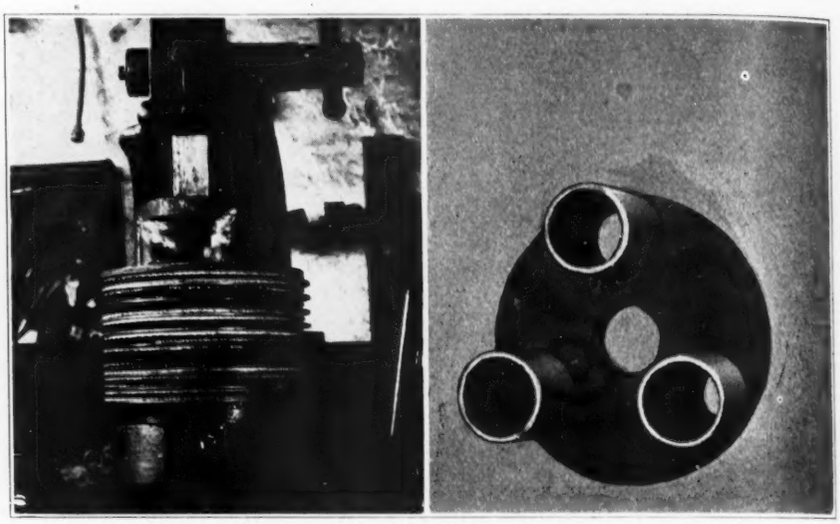
The average buyer today is more conversant with the important details of truck operation and maintenance than ever before. A money-saving idea will often result in a sale.

Readers have secured many valuable suggestions from the series of ideas published. We want more useful hints and will pay $5 for each new idea accepted. Give exact dimensions of parts to be made to enable other readers to duplicate the device.

Clutch Assembly Fixture

The job of assembling multiple disk clutches has been simplified by the use of a jig shown in the illustration. Three bolts pass through the assembly and it is difficult to align them against the spring pressure.

The jig is made of a plate with a hole in the center and three equally spaced holes near the circumference. A piece of tubing is brazed over each of the three holes, concentric with them. Pressure is applied in an arbor press with the three tubes placed downward over the clutch.—Truck Shop, The Van Sciver Corp., Phila., Pa.



Left: Method of assembling clutch in arbor press by means of fixture. Right: The fixture is made of three tubes brazed to a disk

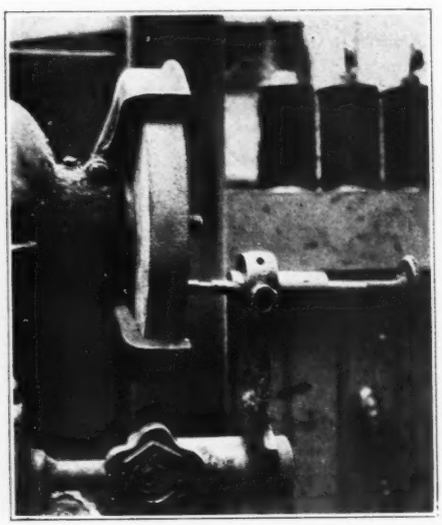
Bench Grinder Attachment

The bench grinder attachment illustrated is used for grinding valve tappet faces and valve stems. The arm is made of parts of two spring shackles welded together and mounted on the tool holder shaft which projects from the side of the grinder frame.

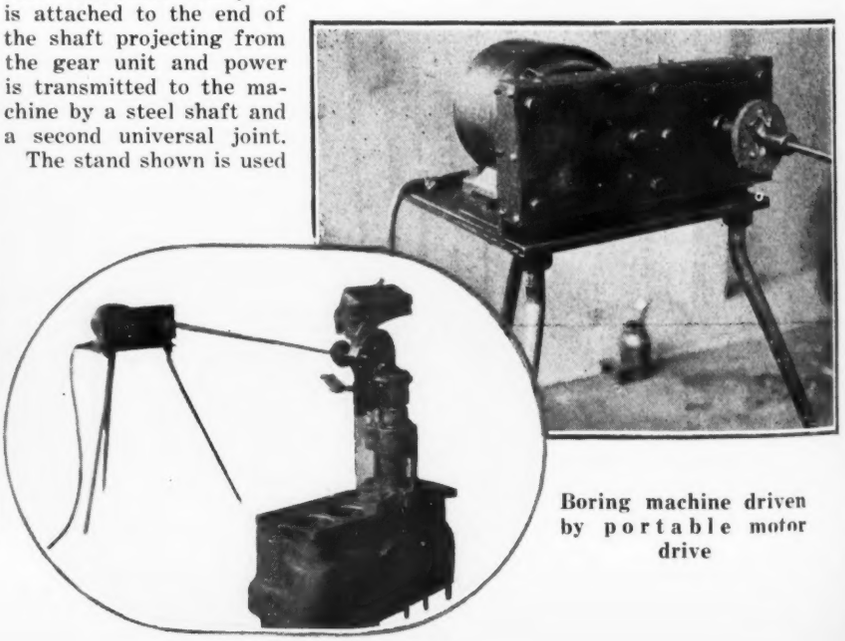
Valve tappets are ground while supported in a valve tappet guide and valve stems are ground in a valve guide machined to fit.—V. M., Phila.

Boring Machine Drive

A shop-made motor drive for a cylinder reboring machine saves time for the Brockway factory branch in Philadelphia. The universal outfit was originally hand-operated. A power drive attachment which did not include a motor was purchased and a small motor in the shop adapted to operate it. The motor is mounted on a stand made of steel plate with three legs composed of round bar stock. Speed reduction is brought about in a unit mounted on the plate at the end of the motor. A fabric-disk universal joint is attached to the end of the shaft projecting from the gear unit and power is transmitted to the machine by a steel shaft and a second universal joint. The stand shown is used for reboring cylinder blocks which have been removed from the chassis. When reboring is done in the chassis a set of longer legs is used on the stand and the drive is attached to the machine in the same manner as is the case when reboring is done on the shop floor. After cutting starts a mechanic can attend to other work until the cut is finished.



Valve stem supported against cup wheel by grinder attachment



Boring machine driven by portable motor drive

Commercial Car Journal

Flat Rate Price List Number 14

Front Axle and Steering

ARMLEDER

Front axle operations were given in the January issue on page 27.

Steering

11. Remove and reinstall steering gear assembly	$ 5.25
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	3.00
13. Adjust steering system to take out lost motion at all points	3.00
15. Renew column jacket bushings	1.50
17. Tighten steering gear housing to the frame	1.20

BROCKWAY

All two-wheel brake models

Front Axle

1. Remove and reinstall axle center, two-wheel brake type	$ 7.50
3. Straighten axle cold after axle has been removed	5.00
4. Remove and reinstall or renew both right and left knuckle assemblies, two-wheel brake type.	5.00
6. Renew king pin and knuckle and axle bushings on one side after knuckle has been removed	1.50
8. Renew all front system bushings, pins and thrust washers, two wheel brake type. (Does not include wheels and drag link.)	12.00
9. Renew tie-rod yoke ends or ball joints, include tramming front wheels	4.50

Model E Y W

Front Axle

2. Remove and reinstall axle center, four-wheel brake type	$ 7.50
3. Straighten axle cold after axle has been removed	5.00
5. Remove and reinstall or renew both right and left knuckle assemblies, four-wheel brake type	5.00
6. Renew king pin and knuckle and axle bushings on one side after knuckle has been removed	1.50
7. Renew all front system bushings, pins and thrust washers, four-wheel brake type. (Does not include wheels and drag link.)	12.00
9. Renew tie-rod yoke ends or ball joints, include tramming front wheels	4.50

BROCKWAY

All Models

Steering

11. Remove and reinstall steering gear assembly	$12.00
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	3.00
13. Adjust steering system to take out lost motion at all points	9.00
14. Overhaul steering gear housing assembly	19.00
15. Renew column jacket bushings. (Take out assembly.)	15.00
16. Remove and reinstall steering wheel	1.00
17. Tighten steering gear housing to the frame	1.50

FORD Model TT

Front Axle

1. Remove and reinstall axle center, two-wheel brake type	$ 3.50
3. Straighten axle after axle has been removed	1.75
4. Remove and reinstall or renew both right and left knuckle assemblies, two-wheel brake type	2.80
6. Renew spindle body bushings on one side after spindle body has been removed	.75
8. Rebush front end. (Does not include wheels and drag link.)	3.25
9. Renew tie-rod yoke ends and ball joints, include tramming front wheels.	1.10

Steering

11. Remove and reinstall steering gear assembly	3.00
13. Adjust steering system to take out lost motion at all points	1.75
14. Overhaul steering gear housing assembly	4.00
16. Remove and reinstall steering wheel	.40
17. Tighten steering gear housing to the frame	.75

CHEVROLET 1-TON

Front Axle

1. Remove and reinstall axle center, two-wheel brake type	$ 2.25
3. Straighten axle after axle has been removed	2.25
4. Remove and reinstall or renew both right and left knuckle assemblies, two-wheel brake type	3.75
6. Renew king pin and knuckle and axle bushings on one side after knuckle has been removed	.90
8. Renew all front system bushings, pins and thrust washers, two-wheel brake type. (Do not include wheels and drag link.)	5.50
9. Renew tie-rod yoke ends or ball joints, include tramming front wheels	1.80

Steering

11. Remove and reinstall steering gear assembly	3.00
14. Overhaul steering gear housing assembly	4.25
15. Renew column jacket bushings	1.50
16. Remove and reinstall steering wheel	.65
17. Tighten steering gear housing to the frame	.50

F. W. D.

Front axle operations were given in the January issue on page 27.

Steering

11. Remove and reinstall steering gear assembly	$ 2.25
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	7.50
13. Adjust steering system to take out lost motion at all points	3.75
14. Overhaul steering gear housing assembly	9.75
15. Renew column jacket bushings	6.75
16. Remove and reinstall steering wheel	.50
17. Tighten steering gear housing to the frame	.50

GARFORD 30-20

Front axle operations were given in the January issue on page 27.

Steering

11. Remove and reinstall steering gear assembly	$ 3.00
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	1.50
13. Adjust steering system to take out lost motion at all points	1.00
14. Overhaul steering gear housing assembly	2.25
15. Renew column jacket bushings	.75
16. Remove and reinstall steering wheel	1.50
17. Tighten steering gear housing to the frame	1.50

GARFORD 100-80-50

Front axle operations were given in the January issue on page 27

Steering

11. Remove and reinstall steering gear assembly	$ 4.50
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	1.50
13. Adjust steering system to take out lost motion at all points	1.00
14. Overhaul steering gear housing assembly	3.00
15. Renew column jacket bushings	.75
16. Remove and reinstall steering wheel	.50
17. Tighten steering gear housing to the frame	1.50

G.M.C. T-40, T-50

Front Axle

2. Remove and reinstall axle center	$8.40
3. Straighten axle after axle has been removed	3.50
5. Remove and reinstall or renew both right and left knuckle assemblies, four-wheel brake type	6.50
7. Renew all front system bushings, pins and thrust washers, four-wheel brake type. (Does not include wheels and drag link.)	7.20
9. Renew tie-rod yoke ends, include tramming front wheels	1.90

Steering

11. Remove and reinstall steering gear assembly	3.60
12. Free up all parts of steering system. (Does not include removing steering gear or king pins.)	4.10
13. Adjust steering gear to take out lost motion	.75
14. Overhaul steering gear housing assembly	7.25
15. Renew column jacket bushings	2.65
16. Remove and reinstall steering wheel	1.45
17. Tighten steering gear housing to the frame. Replace rivets with S.A.E. bolts	2.20

GRAHAM BROS.

Models SD, DD

Front Axle

1. Remove and reinstall axle center, two-wheel brake type	$5.00
3. Straighten axle after axle has been removed	3.00
4. Remove and reinstall or renew both right and left knuckle assemblies, two-wheel brake type	3.50
6. Renew king pin and knuckle and axle bushings on one side after knuckle has been removed	.75
8. Renew all front system bushings, pins and thrust washers, two-wheel brake type. (Do not include wheels and drag link.)	5.50
9. Renew tie-rod yoke ends or ball joints, include tramming front wheels	1.50

Steering

11. Remove and reinstall steering gear assembly	6.50
13. Adjust steering system to take out lost motion at all points	1.50
14. Overhaul steering gear housing assembly	10.00
15. Renew column jacket bushings	2.75
16. Remove and reinstall steering wheel	.75
17. Tighten steering gear housing to the frame	.75

Note: Prices for additional models will be given in the next list.

New Trucks *of the* Month

Autocar

A NEW model six-cylinder three-ton short wheelbase truck designed for use by roadbuilders has been added to the line of the Autocar Co., Ardmore, Pa. Designated the "Trail Blazer," the new unit has the same under-the-seat engine location as in the companion four-cylinder Model HPDS and the same seat structure, dash and control arrangement is employed despite the greater length of the six-cylinder engine.

The wheelbase is unusually short, 114 in., to meet the requirements of roadbuilding and this construction is possible without sacrifice of chassis balance due to the power plant location, according to the makers.

The engine has a bore of 4 in. and stroke of 4¾ in. and is of the L-head type with detachable head, a seven-bearing crankshaft and pressure lubrication. Mounted as a unit with the engine is a two-disk dry-plate clutch and a four-speed transmission. Shafts in the transmission are mounted on Timken bearings.

Fuel is fed from a tank in back of the seat to a plain tube carburetor equipped with an air cleaner. A Swan intake manifold with hot spot is employed. Ignition is by magneto with manual advance. Cooling is by a gear-driven centrifugal pump and a fin tube radiator, the latter being in a unit with the dash.

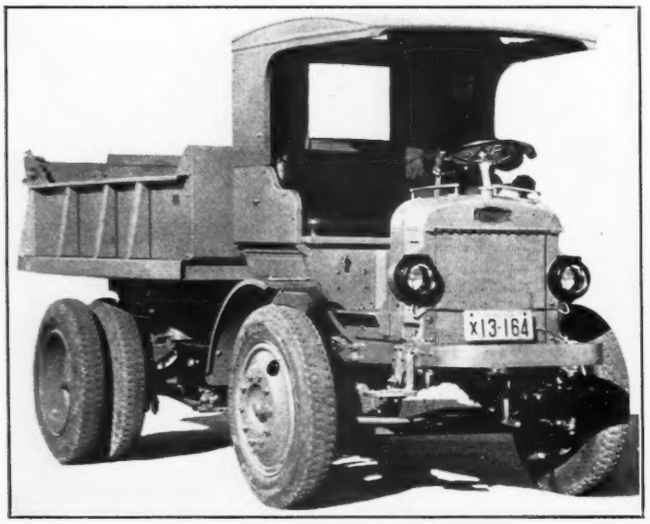
Rear axle is Autocar type full-floating double reduction gear drive with bevel and spur gearing. Standard ratio is 8.72 to 1 with options on 7.24 to 1, 9.89 to 1 and 10.92 to 1.

The brakes are internal on the rear wheels. The pedal operates all brakes with an area of 516 sq. in. and the lever actuates two brakes with an area of 258 sq. in.

Springs are of silico-manganese steel, semi-elliptic type front and rear with auxiliary semi-elliptic springs mounted above the main spring.

The frame is made of chrome nickel steel, oil tempered, 5⅝ in. deep with flange 2½ in. and thickness ¼ in., the side rails being tempered at both ends.

Overall length of the chassis is 15 ft. 9 in. and the turning circle is 38 ft. Metal spoke wheels are standard equipment although disk wheels may be had at extra charge. Tires are 34 by 7 in. all around with duals on the rear wheels. Equipment includes front fenders, acetylene head and tail lights with Prest-O-Lite tank, seat and seat cushion in addition to the usual items.



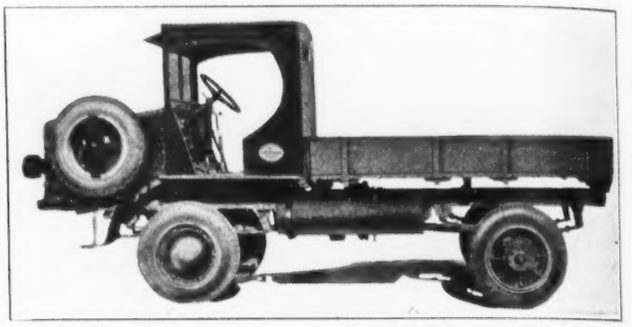
Autocar's new six-cylinder, 114-in. wheelbase, three-ton road builder with engine located under the seat

Coleman

A NEW model powered with a six-cylinder engine and designated as Model C-25 has been added to the four-wheel drive line of Coleman Motors Corp., Littleton, Colorado. Rated at 1½ to 2 tons this model is designed to furnish speed over highway and power for cross-country service.

Standard unit sub-assemblies are used wherever possible throughout the design. The engine is a 3⅜ x 4½ Buda, model HS-6, developing 51 hp. at 1088 r.p.m. and providing 30 m.p.h. when equipped with 32 x 6 pneumatic tires. Electrical system is Delco-Remy with Exide battery. The carburetor is a Stromberg type OE-2 which is fed by vacuum from two separate gasoline tanks mounted on each side of the chassis and having a capacity of 21½ gal. each. A belt-driven centrifugal pump, 16-in. fan and Rome-Turney tubular core radiator makes up the cooling system.

A multiple-disk clutch and four-speed transmission, Fuller type GU-12 are mounted in unit with the engine. Eight speeds, ranging from 7.25 to 1 in high to 139.2 to 1 in low, are made available by reason of a Coleman auxiliary transmission mounted amidships which provides a two-speed shift. Herringbone gears are used in this unit and a neutral position is provided for power take-off capable of taking full engine torque through all shifts of regular transmission.



Six-cylinder, four-wheel drive unit brought out by Coleman

Drive shafts and universals are Spicer and drive is Hotchkiss both front and rear through semi-elliptic springs, 3 in. wide and 48 in. long.

The axles are worm drive and full floating of Coleman design. Differentials, worms and shafts are interchangeable front and rear. Timken roller bearings are used. Steering is by Ross cam and lever gear.

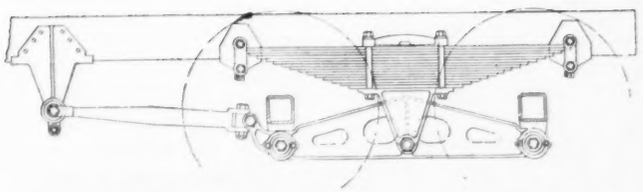
The frame is of special design, being of 5 in. channel over the springs and increasing to 10 in. depth between spring hangers and specially braced at rear for trailer hitching device. Both the emergency and service brakes, due to the power hook-up, provide braking effort to all four wheels. The emergency brake acts on a 10 x 5 in. drum mounted on the main drive shaft and the service brake acts on 15 x 3½ in. rear wheel drums.

Wheelbase is 109 in.; tread, 56 in.; turning radius, 32 ft.; chassis weight with cab, 5360 lb.; body space behind cab, 9 ft.; overall length, 16 ft. 10 in., and frame height without load, 34 in.

The cab is of the all-weather type constructed of steel and three point suspended on its own sub frame.

Standard equipment includes cab, electric lights, horn, tire carrier and power air pump.

Hendrickson

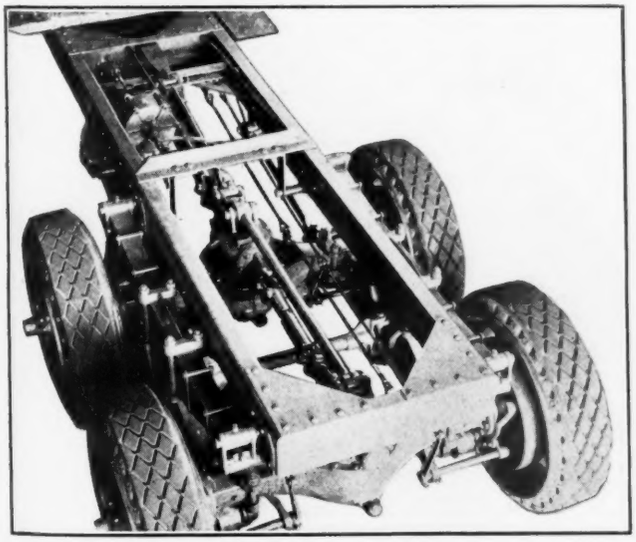


Showing rear axle mounting of the new six-wheel Hendrickson

THREE point mounting of the two rear driving axles is one of the features of a six-wheel truck developed by the Hendrickson Motor Truck Co., Chicago. The Hendrickson company has applied the design to six and ten-ton models of its own manufacture and also is selling the special parts used in the construction to other truck makers.

From the accompanying illustrations, it will be noted that a bracket is clamped to the central portion of each of the rear semi-elliptic springs. At the lower ends of each of these brackets a cast steel carrier beam is supported by means of a ball joint. The ends of the carrier beam are suspended through ball joints from the lower sides of the front and rear axle housings. With this construction the weight of the truck is stated to take care of most of the torque reaction of the axles. In addition, however, the two worm housings are connected through ball joints by a torque arm and the forward end of this arm is in turn connected to a frame cross-member through a rod with universal joints at either end. The forward end of each carrier beam also is connected to a bracket on the frame side rail through a radius rod which has a ball joint at its forward end and a universal connection at the rear.

The rear axles therefore are mounted in three ball joints—one at each end of the axle housing connecting with the ends of the carrier beams and the third on the worm housing. These ball joints consist of hardened and ground steel balls working in bronze bushings, spring retained felt washers being used on each side to keep dirt out and lubricant in.



View of the two rear driving Hendrickson axles. Note the torque arm assembly connecting the two worm housings to a forward cross-member

Servicing braking is provided for by internal brakes on each of the four wheels, which are operated through a B-K booster while the emergency is on the driveshaft. The drive is to the forward rear axle in the usual manner and is transmitted to the rear axle by a short shaft with universals at either end which connects the rear of the worm on the forward driving axle with the worm on the rear axle.

Gas Electric cab developed by the Philadelphia Rapid Transit General Electric companies. The right door is controlled from the seat

Gas-Electric

A TAXICAB with gas-electric drive designed by Mitten Management engineers is being operated in Philadelphia for experimental and testing purposes. The chassis is a Willys-Knight 70-A on which has been mounted General Electric propulsion similiar in design to that used on P.R.T. gas-electric buses, and a body of special design.

The standard Willys-Knight engine is coupled to a generator which supplies current to a single motor connected to the rear axle by a single propeller shaft. The rear axle ratio has been altered to 9.85 to 1. Four-wheel brakes are used on this chassis.

There is only one door on the right side of the body and this is controlled by a lever in the driver's compartment. On the left side there are two doors, one for emergency use by passengers and the other for use by the driver. The partition at the rear of the driver is set at an angle toward the rear from the center to the right side. The rear seat cushions and seat backs are tied together with fabric to cause a vertical movement of the backs when going over bumps.

Laminated wood is used in the construction of the body and the roof is composed of 6-ply laminated wood which is painted on the underside. Windows are crank raised and furnished with plate glass vizors for ventilation.

Smoother and quicker acceleration and lower maintenance are among the advantages claimed for the gas-electric drive, according to P.R.T. engineers. The generator hum characteristic of gas-electric drive buses is expected to be entirely eliminated in gas-electric cab.

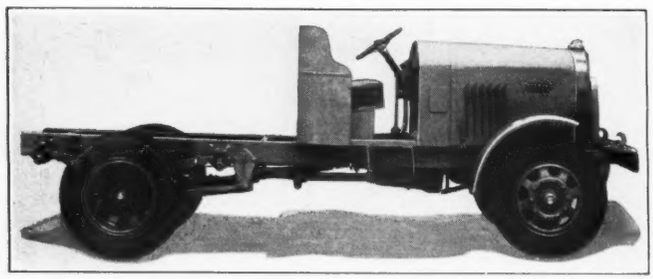
The new cab, demonstrated on Tam-O-Shanter hill in Fairmount Park, Philadelphia, gained speed on the ascent with five passengers and driver on a grade on which other taxicabs were shifted into second gear.

Selden

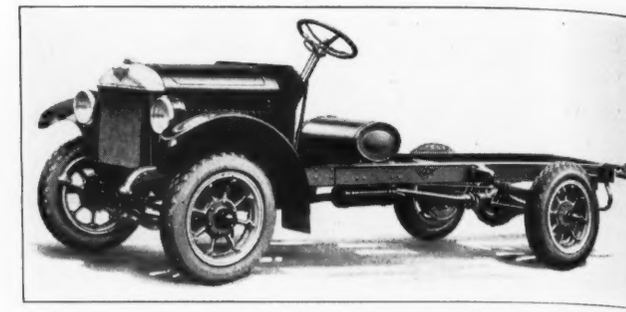
TWO new roadbuilding models have been added to the line of the Selden Truck Corp., Rochester, N. Y. Announced for the first time at the recent Good Roads show in Cleveland, these models, 2X and 4X of 2½ and 4-ton capacities respectively, are powered by six-cylinder engines.

Model 2X has 120-in. wheelbase and is powered with a six-cylinder, seven-bearing crankshaft engine which develops 65 hp. Stromberg carburetor, air cleaner and high tension magneto ignition are standard. The unit transmission is of the four-speed type and is connected with the full-floating, double reduction rear axle through a multiple-plate, dry-disk clutch and tubular propeller shaft fitted with metal universal joints.

The semi-elliptical springs are made of silico-manganese steel and are 41 by 2¼ in. front and 52 by 2½ in. rear. The rear springs are fitted with helper springs on top. Cam and lever steering gear, 34 by 5 in. pneumatic tires, dual rear, and steel-spoke wheels are standard.



Four ton Model 4X Selden, one of the two new road building trucks recently announced by the company



Republic Model 75-6, 1¼ ton chassis, described in the January issue of COMMERCIAL CAR JOURNAL

Equipment includes front fenders, bumper, radiator guard, Moto Meter, oil pressure gage and hand horn.

The 4-ton Model 4X has a 72 hp. engine and is mounted on a 130-in. wheelbase. Tires are 34 by 7 in. Frame is 7 in. deep of ¼ in. stock. Otherwise this model is similar to the smaller one. Both can be fitted with hand or power-operated dumping bodies.

Stewart

THE new 1½-ton Stewart truck, announced during the New York show, is equipped with either a four or six-cylinder engine. The former is designated as Model 24 and the latter 24X. The price, $1,645, is the same for each. While a standard wheelbase of 145 in. is provided these models are also furnished in 135-in. lengths for dump truck work, and 160-in. for special requirements.

The four-wheel brakes of these models are Bendix internal three-shoe self-energizing type mechanically are used in the brake hook-operated.. No equalizers up and only one adjustment is provided for ordinary wear. The brakes act on high carbon, pressed steel drums, 16 x 2 in. in the front and 16 x 2½ in. in the rear.

The six-cylinder engine, 3¼ x 4½ in., developing 52 hp., is of the L-head type. The cylinder head and blocks are removable and the crankshaft rotates in four bearings. Lubrication is full pressure with automatic control for all speeds. It is equipped with water pump and thermostat.

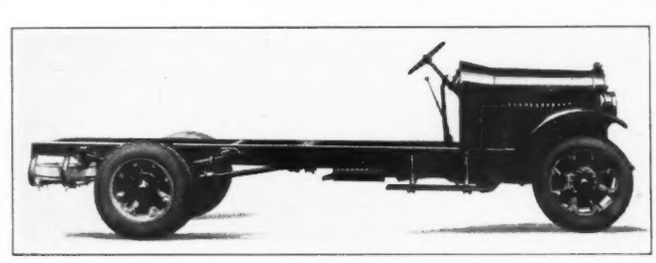
The 4 x 5 in., four-cylinder engine is also of the L-head type and develops 44 hp. Head and blocks are removable. Full pressure feed lubrication with automatic control at all speeds is also incorporated. Connecting rods are rifle-drilled.

Ignition, generator and starter are Delco-Remy and the carburetor which is equipped with an air cleaner and gas filter is Zenith. The cooling system includes pressed steel, shell-type radiator with cellular core and nickel-plated shell.

Mounted in unit with the engine is a dry-plate, multiple-disk clutch and a three-speed transmission. A four-speed transmission, however, may be obtained at extra cost.

Power is carried to a semi-floating, spiral bevel gear, rear axle through a 2-in. tubular driveshaft equipped with three large metal-covered joints. The axle provides a final reduction of 6.37 to 1. The front wheel hubs are equipped with Timken roller bearings.

The pressed steel frame with side rails 7½ in. deep at point of greatest depth is supported on semi-elliptic springs 38½ x 2¼ in., 10 leaves in the front and 50 x 3 in., 12 leaves in the rear. Spring eyes are bronze-bushed throughout.

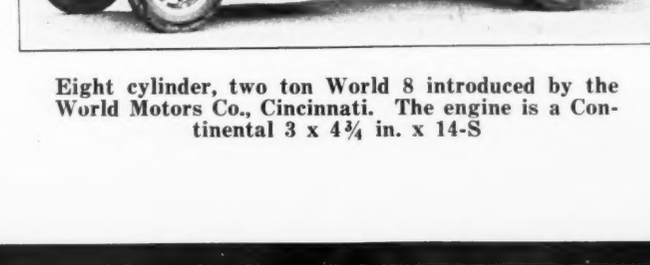


The new 1½ ton Stewart is furnished with either a four or six-cylinder engine

In addition to the four-wheel service brakes, a hand brake of the contracting type is mounted at the rear of the transmission. The drum is 8½ in. diameter by 4 in. width.

Cast steel, spoke-type truck wheels are standard with Firestone demountable rims. 30 x 5 tires with duals at rear are standard but 32 x 6 front and 34 x 7 rear pneumatics, and 34 x 4 solid rear, and 34 x 4 solid front and 34 x 6 solid rear may be obtained at extra cost.

Standard equipment includes tire carrier, air cleaner, vacuum windshield wiper, speedometer, electric lights, starter, horn, gascolator, etc.



Eight cylinder, two ton World 8 introduced by the World Motors Co., Cincinnati. The engine is a Continental 3 x 4¾ in. x 14-S

World

A NEW eight-cylinder truck recently brought out by the World Motors Co., Cincinnati, marks the entrance of this type of engine in the truck field. The engine is a Continental 14-S, L-head type providing with its 3 x 4¾ in. bore and stroke a piston displacement of 268.6 cu. in. and a brake horsepower of 85 at 3100 r.p.m. The unit is rated at 1½ to 2 tons and is designated as the World 8.

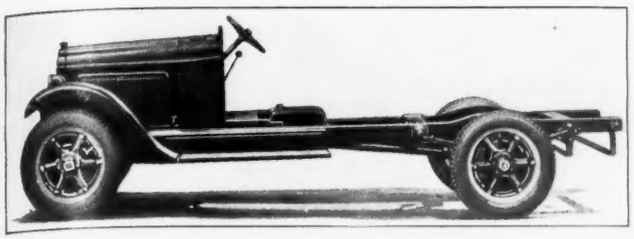
Cooling is by centrifugal pump attached to front of cylinder, an 18-inch V-belt driven fan and a flat tube and fin type radiator. Gasoline is fed by vacuum from a 16-gal. tank suspended in frame under driver's seat to a Stromberg duplex carburetor. Ignition is by battery and generator and starter equipment is Auto Lite.

The engine, suspended from four points, is mounted on rubber shackles and in unit with a single plate clutch and three speed transmission.

A two-piece tubular propeller shaft equipped with three universals completes the transmission line to a full-floating, spiral bevel gear Timken rear, providing a final standard reduction of 6 3.7 to 1. The steering gear is of Hannum manufacture.

Both foot and hand brakes are internal, operating on 16 x 2¼ in. rear wheel drums. Four-wheel brakes are supplied at extra cost. Torque and drive are taken through alloy steel semi-elliptic springs.

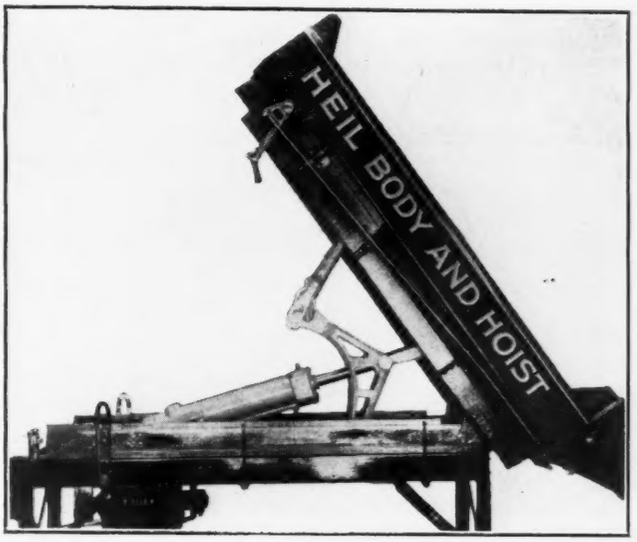
The frame is channel section pressed steel, 6 in. deep, 3 in. flange and ½ in. thick with hot riveted gusset plates and braces. Heavy duty spoke type metal wheels with Fire-



Willys-Knight Model T-100 six-cylinder 1-ton truck, equipped with four-wheel internal brakes and pneumatic tires

stone rims are standard and equipped with either 32 x 6 in. pneumatic tires front and rear or 30 x 5 in. single front and dual rear. Dual Equipment is furnished at extra cost.

Standard equipment includes a coupe type cab, spare rim, tire carrier, speedometer, electric lights, etc.



Heil model H-2 hydraulic hoist for light duty trucks of one to two tons capacity

Heil Hoist

THE new Heil hydraulic hoist, announced at the recent Road Show in Cleveland, and designated as Model H-2, was designed for light-duty trucks of 1, 1½ and 2-ton capacities. The hoist embodies a single horizontal cylinder centrally pivoted, the piston of which transmits hoisting power through a new double toggle arm hook-up. The same gear-pump principle is used in this hoist as employed in Heil's heavy-duty units. The hoist itself and body hinges are assembled as a unit on a special sub-frame which comes ready to mount on a truck chassis.

This new hoist is claimed to dump a full load in 5 to 9 seconds, depending on the speed of the engine. A maximum angle of 50 deg. is possible.

Studebaker

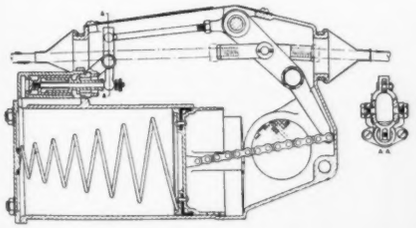
STUDEBAKER'S ¾-ton delivery car and bus chassis are, with certain mechanical changes, essentially mounted on Studebaker Dictator and Commander chassis. The power of the engine in the delivery car has been increased to 70 hp. Changes in the bus chassis are similar but the engine has been stepped up to 90 hp. at 2600 r.p.m. Pistons are cast iron.

Westinghouse Vacuum Brakes

Westinghouse Air Brake Co.
Automotive Brake Division
Pittsburgh, Pa.

VACUUM brakes manufactured under Dewandre patents are offered in three sizes, with brake cylinders of 4½, 5 and 6 in., diameter for application to trucks up to 3-ton capacity.

A section view of the brake is reproduced herewith. Operating in the vacuum



cylinder is a piston which is connected with the arm which transmits the pull to the brake rod. The piston which is of aluminum alloy is sealed with a leather cup packed with grease. Return of the piston is assisted by a coil spring.

The pull on the brake rod is approximately four times the effort exerted on the brake pedal rod and drivers are enabled to "feel" the brake application. Connection of the vacuum cylinder with the intake manifold is controlled by a valve which is actuated by a rod connected to the upper end of the arm to which the brake pedal rod is attached. When the pedal is depressed the valve is opened and it remains open until movement of the piston applies sufficient pull to balance the pedal pressure.

An improvement recently made consists of the provision of an air filter of pulled curled hair which prevents the ingress of dust and dirt and rubber boots are provided on both of the rods entering the housing, for the same purpose.

Dot Electric Lubricator

Carr Fastener Co., Cambridge, Mass.

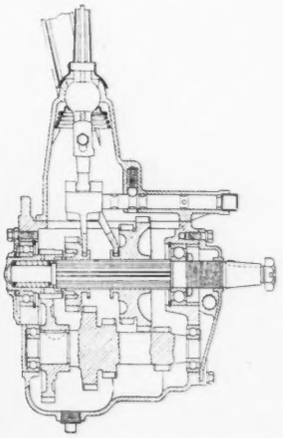
OPERATED electrically this lubricator developed by the above company provides 2000 lb. pressure. Control is by a switch at the nozzle. The capacity of the equipment is 20 lb. grease or 2½ gal. of oil. The equipment is entirely self-contained and only requires an electrical con-

nection to put in operation. Nozzles are provided to fit nipples in general use. Large wheels and a handle make the equipment portable. The lubricator weighs 100 lb., is three feet high and is priced at $185.

Fuller Transmission

Fuller & Sons Mfg. Co.
Kalamazoo, Mich.

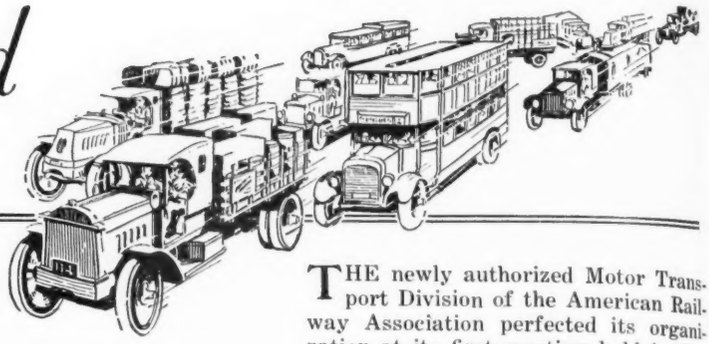
A FOUR-SPEED transmission for trucks affording an unusually wide range of gear ratios is offered by this company. It is designed for use in trucks not exceeding two-ton rating and chassis weight of 4000 lb., and with power plants up to



226 cu. in. piston displacement with four cylinders and up to 249 cu. in. with six cylinders.

The transmission is regularly supplied with the Fuller ten-facing multiple disk clutch but can be provided with splined clutch shaft to take either the Borg & Beck or the Long single plate clutch. Gears and shafts are of 3½ per cent nickel steel case hardened. The constant mesh gears are ground for quiet operation. Ball bearings are used throughout, except for the main-shaft pilot which is furnished with a Rollway roller bearing.

Have You Heard That —



LOS ANGELES reports improvement in truck market which is expected to continue, in view of the general business conditions which are held as moderately good. While general business is considered still very unsatisfactory in the New Orleans territory, improvement in trade is expected in the next 30 days. Truck sales are keeping up with records established a year ago in the Seattle district with prospects that March and April will show gains over the same months of 1927. A careful survey of business conditions in the Pacific Northwest indicates that 1928 will see as much money in circulation as last year, which was rated a good year.

Truck sales are held as moving satisfactorily in the San Francisco territory owing to the heavy crops of last year and prospect of abundant rains and equally good crops this season. Truck sales are on the ebb in the Colorado territory due to a temporary suspension of light truck sales until the next crop, and the fact that heavy truck sales never are remarkable in this territory.

O. W. Hayes, president Republic Motor Truck Co., Inc., predicts prosperity for 1928. In a statement he explained that everything points to a splendid year for business in general, and for the automobile and truck industry in particular.

CAR and truck production by members of the National Automobile Chamber of Commerce for January showed an increase of 69 per cent over December and 18 per cent over last January.

The Graham Brothers Motor Bus Division of Dodge Brothers, Inc., show that 1927 school bus sales were 36 per cent greater than in 1926. With the continued demand for school buses the Division expects a still greater sales increase in this field in 1928.

LEGISLATION in Mississippi which requires conditional sales contracts arising out of the time sales of automobiles and trucks to be recorded in the county where the purchaser resides is obsolete and cumbersome, according to C. C. Hanch, general manager National Association of Finance Companies.

Title records are scattered throughout 83 points in the State of Mississippi and the Uniform Conditional Sales Act requires advertising of resales and of the intention to repossess. Purchase money loans should be recorded at the central registration office of the state, in the opinion of Mr. Hanch, and he recommends that adoption of similar legislation by other states be opposed.

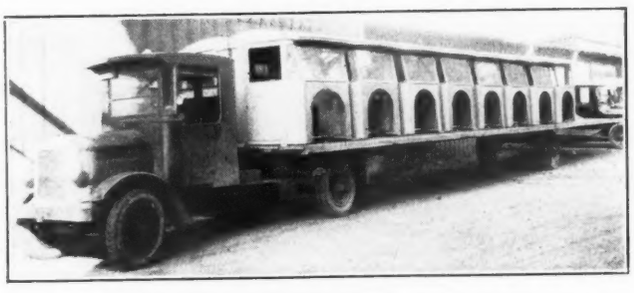
AUTOMOBILE production in the United States during 1927 totals 3,393,887 cars and trucks as compared with 4,298,799 manufactured during 1926, according to complete production figures just announced by the U. S. Dept. of Commerce.

Arthur R. Mogge has resigned as manager of the Merchandising Division of the Automotive Equipment Association Greater Market Development to engage in the advertising agency business under the name of Arthur R. Mogge, Inc., Chicago.

INDIANA Truck Corp. reports that January 1928 shipments showed an increase of 60 per cent over January 1927, and that December showed an increase of 29.5 per cent over the same month a year ago.

Four Executives of the AC Spark Plug Co. have been promoted by B. W. deGuichard. R. B. Vessey is now assistant to the manager; L. B. Berge, is manager of manufacturing; George Mann, Jr., becomes assistant secretary in addition to assistant treasurer, and W. J. Langdon becomes assistant comptroller.

UNITED STATES exports of tire casings in 1927 totaled 2,811,158 as compared with 1,654,584 in 1926 and 1,769,714 in 1925.



Truck and trailer equipment used by the Highland Body Mfg. Co. for making overnight shipments of cabs between Cincinnati and Detroit. The load consists of Model FD-50 cabs for Standard Motor Truck Co.

THE newly authorized Motor Transport Division of the American Railway Association perfected its organization at its first meeting held in Chicago recently, with the election of officers and a general committee to serve until October, 1929.

The purpose of the Division is to establish a clearing house for transportation thought and development of motor transportation by railroads, and for studying and meeting problems raised by highway competition. This division is organized in three sections to study the scope of bus, truck and rail car application by the railroads. The following officers were elected: A. P. Russell, vice-president, New York, New Haven & Hartford, chairman; T. B. Wilson, vice-president and manager, Southern Pacific Motor Transport Co., vice-chairman; G. C. Woodruff, assistant freight traffic manager, New York Central, vice-chairman; G. M. Campbell, assistant to secretary, American Railway Association, secretary; R. L. Fairbairn, passenger service manager, Canadian National Railways, was elected vice-chairman in charge of the rail-motor car section.

Samuel P. Gould, assistant secretary of the Selden Truck Corp., died of heart disease late in January. Mr. Gould was connected in an official capacity with the Selden company for nearly two-score years.

ALL officers of the National Automotive Parts Association were reelected at the recent annual meeting of the association in Detroit. Sales of members' products in 1927 were 19 per cent larger than in 1926.

William K. Norris has been elected president of the McQuay-Norris Manufacturing Co., at a recent meeting of its newly elected directors. Charles L. Derrickson and Lewis A. Safford were elected vice-presidents and Arthur G. Bress, secretary-treasurer.

STANDARDS on maximum permissible lengths of motorcoach batteries Nos. 24 and 26 were increased to accommodate thicker plates developed by several makers by the Sub-Division on Motorcoach batteries at the recent annual meeting of the S.A.E. Standards Committee in Detroit. Former standards were based on a 5/32 in. plate and the revision on a ¼ in. plate, which incidentally will provide for longer battery life. The Division has also increased the height of all batteries.

Commercial Specifications on page 35

GAS-ELECTRIC drives on buses was the subject of a paper presented by C. A. Atwell of the Westinghouse Electric & Mfg. Co. at the February meeting of the Pennsylvania Section of the S.A.E. It developed in the discussion following that the White company has completed a gas-electric drive bus design and that Mack will use this type of drive in a new street car type which will have the powerplant at the rear.

Walter C. White has been elected to the board of directors of the National Automobile Chamber of Commerce, succeeding Windsor T. White. A. R. Erskine, president of the Studebaker Corp., was elected secretary to replace A. J. Brosseau, who was recently made vice-president of the truck division.

A RESOLUTION was adopted by the Eastern Conference of motor vehicle administrators urging a uniform brake law for motor vehicles in all states. The proposed uniform law would make it mandatory to have two systems of brakes on each vehicle, each operating independently of the other. This resolution resulted from a long discussion brought up by the announcement that Ford Motor Co. had found it necessary to redesign its braking system to sell in certain states.

H. H. Linn, vice-president of the Linn Manufacturing Corp., a division of the Republic Motor Truck Co., is making a tour of the West in the interest of his company. The tour is being made in a de luxe bus equipped with all the conveniences of a pullman car.

PRICES on the two new Rugby models, products of Durant Motors, Inc., and introduced at the New York show, have been announced. The Rugby Fast Mail, a panel delivery job mounted on the Durant "65" chassis, is listed at $975 with body, and the Rugby Express Chassis, which replaces the Star Fleet-truck, is listed at $975 complete with cowl.

Carey A. Jones has been appointed Chicago manager of the American-LaFrance Co., with headquarters at 3830 N. Michigan Ave. Mr. Jones will be in charge of sales and service of both American-LaFrance and Stewart trucks, American-LaFrance acting as distributor for Stewart trucks under the recently completed arrangement.

STEWART - WARNER SPEEDOMETER CORP., reports net income of $5,201,063 after charges and Federal taxes for the year ended December 31st. This compares with $5,108,886 for corresponding period in 1926.

S. M. Williams is now manager of the Engineering Construction Division of the Associated General Contractors of America. Mr. Williams was formerly manager of the Autocar branch in Chicago and president of the Motor Truck Association of Illinois.

Uniform Bus Specifications Ready for Approval

The Uniform Motor Bus Specifications Code sponsored by the Society of Automotive Engineers and the National Automobile Chamber of Commerce has been completed and is being submitted to all manufacturers, organizations and individuals interested. Among the recommendations are a maximum length of 33 ft., maximum width of 96 in., maximum height, 14 ft. 6 in., maximum overhang beyond rear axle, 7/24ths of overall length, at least one emergency door, two separate means of applying brakes and heavy duty rear bumpers.

Sales by the General Motors Corp. dealers during the past year totals 1,554,577 vehicles, against 1,215,826 in 1926 and 827,056 in 1925, representing an increase in 1927 dealer sales of 28 per cent over those of 1926, according to a report recently issued by the corporation. Sales to dealers in December were 60,071 compared with 57,621 in November and 44,130 in December 1926.

A PRICE reduction of $300 on the Atterbury 3 ton, Big 6 chassis has been announced by the Atterbury Motor Car Co., Buffalo. Increased production on the company's complete line of Atterbury sizes from 1¼ to 3 tons has made the reduction possible, according to the report.

J. D. Allen, manager of the Kansas City division of the White Co. for the past five years, has been transferred to St. Louis as district manager. Newell Lyon succeeds Mr. Allen as district manager of the Kansas City division. Mr. Lyon was formerly manager of the western region which has since been abolished and the territory taken over by the Central Regional office in Chicago.

Even the elephant in the depths of a West Burman jungle has felt the approach of modern transportation. The power unit of the combination, which is being loaded by the elephant, is a Federal tractor

Commercial Specifications on page 35

NEW one and two-ton, six-cylinder trucks priced at $1,095 and $1,650, respectively, were introduced by the Diamond T Motor Car Co. at a special showing held at its Chicago factory branch during the week of the Chicago automobile show.. Both models are equipped with pneumatic tires, the larger one having duals in the rear. The one-ton model has a 3⅜ x 4-in. engine, while the 2-ton job has a 3¾ x 4½-in. powerplant.

James A. Gibney, Jr., has been appointed metropolitan district manager of the LeBlond-Schacht Truck Co., Long Island City, N. Y. Mr. Gibney was formerly sales manmanager of Autocar Sales and Service in New York and Brooklyn for six years and branch manager for American-LaFrance Fire Engine Co. in America for one year.

THE second Mid-West conference of the Robert Bosch Magneto Co., Inc., recently held in Chicago, was attended by more than 50 representatives of the company's distributing and servicing organization from the Middle and Western States. The principal topic of discussion was the Bosch Pyro-Action Spark Plug, announced last November. Similar conferences will be held by the company in San Francisco and Los Angeles this month.

World Bestos Corp., Paterson, N. J., manufacturers of Grafild brake lining, reports that sales for 1927 were six times greater than they were in 1926. This record was made possible by an increase of 10,000 sq. ft. to the plant and by operating on a three shift basis.

GOVERNOR ALVAN T. FULLER of Massachusetts at a recent conference agreed to correct the unequal license plate registration situation whereby the latter reaped the benefit of reduction on large purchases. The Governor also favors a two-cent gasoline tax with registration fees at about one-third of the present schedule.

Martin L. Pulcher, president Federal Motor Truck Co., brought together 52 Federal representatives in a distributor's round table conference at the factory early in February. Business manufacturing, financing and merchandising were discussed by Federal officials. Talks on various subjects were also delivered by 24 of the distributors.

THE Commercial Car Division of the Pierce-Arrow Motor Car Co. will stage inaugural ceremonies in 100 cities on March 5, to introduce its new Fleet-Arrow truck model.

Estel Scott, branch manager of the Kansas City branch of the General Motors Truck Corp., said a new $100,000 building providing a total of 39,000 sq. ft. is under construction for occupancy about June.

THE Seventh Annual Convention of North East Service, Inc., was held from January 17 to 21 at the home office in Rochester, N. Y. Three foreign as well as several domestic branch managers were in attendance. The program included addresses on sales, service, service station accounting and large shipments, as well as engineering developments by various members of the executive staff.

E. Ray Williams, New England branch manager of the Indiana Truck Corp., reports that as a result of almost 100 per cent increase in business in 1927 over 1926, floor space in the branch has been doubled.

THE automotive parts and accessories business is on the up-grade again after the seasonally low final quarter of 1927, according to the Motor & Accessory Manufacturers Assn. December showed some improvement over November and January business showed a substantial gain over the previous month.

An expenditure of $4,000,000 has been authorized by the Timken Roller Bearing Company to expand production facilities during the coming year. The greater part of this sum will be devoted to the company's steel mill and bearing plant in Canton.

THE Motor Truck Association of America held its annual dinner in the Hotel McAlpin, New York, February 8th. The speakers were C. A. Hartnett, Commissioner of Motor Vehicles, New York City, and Deputy Commissioner Frank J. Ryan.

Shipments of Reo Motor Car Co. in 1927 totaled 46,375 cars and trucks as against 31,952 in 1926. Shipments in January of this year totaled 2384 against 2322 the year previous.

SALES problems and policies for the year were discussed at the fifth annual sales meeting of the Wood Hydraulic Hoist Co. recently held at the factory. More than 30 branch managers were in attendance. George Dewey, general manager, explained that 1927 was a good year and predicted that 1928 would be better still.

B. F. Goodrich Rubber Co., in a preliminary statement for 1927, showed net profit of $11,700,000 after taxes, depreciation and other charges, as against a net profit of $5,065,110 in 1926.

CASH in stock amounting to more than $5,000,000 was distributed recently to 9,423 employees of General Motors participating in its Employee Savings and Investment Fund class of 1922.

H. C. Bradfield has resigned as director of advertising of Yellow Truck & Coach Mfg. Co.

FOUR Wheel Drive Auto Co. reports that its truck business was 45 per cent greater in 1927 than it was in 1926.

O. E. McCarthy, Chicago branch manager of the Pierce-Arrow Sales Corp., has been elected president of the Motor Truck Distributors Association of Ill. formerly known as the Motor Truck Association of Ill. Other officers elected at the first annual meeting held February 6 are Robert M. Cutting, president of Robert M. Cutting Co., vice-president; W. F. Wittenberg, manager of the Sterling Motor Truck Co. branch, treasurer, and the following directors: J. D. Orris, Federal; E. H. Schnosenberg, Reo; W. F. Wittenberg, Sterling; S. R. Dee, Harvey; R. T. Hendrickson, Hendrickson Motor Truck Co.; J. A. Donnelly, Mack; W. C. McKinney, Indiana; H. E. Seanor, White. W. A. Madigan continues as secretary.

THE American Hammered Piston Ring Co. reports that business for January was 40 per cent greater than the same month last year and still greater percentages ahead of January, 1926 and 1925. In line with these increases the Manley Mfg. Co. reports a $30,000 increase over January, 1927; Black & Decker Co. about 15 per cent, and Bonney Forge & Tool Works about 15 per cent.

Joseph F. Whalen, charter member of the Merchant Truckmen's Bureau of New York, was elected president at the annual dinner of the bureau, held recently at the Hotel Brevoort. He succeeds Isaac Goldberg who has been president for the last three years. Other officers of the bureau were reelected.

Coming Events

SHOWS

American Electric Railway Association, Public Auditorium, Cleveland .....Sept. 22-28
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
*Boston, Mechanics Bldg.....March 10-17
Deadwood, S. Dak., Auditorium..Feb. 20-25
Denver, Auditorium .....Feb. 27-March 3
Kinston, N. C. .....April 9-13
Los Angeles .....March 3-11
New York, Electric Show, Edison Show Room .....March 5-10
Omaha, Neb., Municipal Auditorium, Feb. 20-25
Quebec, Can., Drill Hall...Feb. 25-March 3
San Bernardino, Cal., National Orange Show Bldg. .....Feb. 16-26
San Diego, Calif. .....March 10-15
Trenton, N. J., State Armory....Feb. 18-25
United States Good Roads Show, Des Moines, Iowa .....May 28-June 1
Wichita, Kan., Southwest Road Show, Feb. 21-24

CONVENTIONS

American Electric Railway Association, Public Auditorium, Cleveland, Sept, 22-28
Automotive Equipment Association, Grand Hotel, Mackinac Island, June 10-16
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
Automotive Service Association of New York, Annual Banquet, Hotel Astor, March 8
National Battery Mfrs. Ass'n, Edgewater Beach Hotel, Chicago, Feb. 23-24
Society of Automotive Engineers, Chateau Frontenac, Quebec..June 26-29
United States Good Roads Association and Bankhead National Highway Association, Des Moines, May 28-June 1

*Will have Special Shop Equipment Exhibit.

Commercial Specifications on page 35

THE 1928 Handbook of Automobiles recently issued and published by the National Automobile Chamber of Commerce, is the 25th consecutive edition that has been published. It covers products of manufacturers who are members of the Chamber and gives principal specifications and illustrations of 85 passenger cars, 58 trucks, 9 motor buses and two taxicabs.

E. P. McDowell of Hecker-Jones-Jewel Milling Co. was elected president at the recent annual meeting of the Motor Truck Association of America, Inc. He succeeds Jos. Husson in the presidential chair.

ALL employees of Continental Motors Corp. of three months' standing are eligible to the corporation's new offering of old-line life and disability insurance. The policies are for $1,000 each, with $26.25 monthly permanent disability benefits for 40 months at a cost of 60 cents a month to each employee.

H. H. Rice, assistant to the president of General Motors Corp., has been appointed a member of a special committee on the Chamber of Commerce of the United States, to make a nation-wide study of state and local taxation.

DODGE BROTHERS, Inc., reports profits for 1927, after depreciation but before interest and taxes, as $14,830,475. Earnings in 1926 were $27,793,673. Combined sales of cars and trucks amounted to $173,581,526 in value and totaled 205,260 units.

Fred J. Haynes, chairman of the board of Dodge Bros., Inc., has been appointed a member of the National Defense Committee of the Chamber of Commerce of the United States.

A NEW $200,000 motor truck coach sales and service branch has been opened by the International Harvester Co. at 601 Second St., Davenport, Ia. The building is 100 by 150 ft. and the greater part of the space is given over to the service department. The office and salesrooms occupy only 50 by 80 ft. of the space.

J. T. Spicer, general manager of automotive equipment business for Johns-Manville Corp., was elected president of the Asbestos Brake Lining Association at its recent annual meeting in New York.

AUTOMOTIVE exports during 1927 showed an increase of 20.3 per cent over 1926, according to figures announced by the automotive division of the U. S. Department of Commerce. Foreign sales last year totaled $406,007,984 which represented a gain of $86,549,827 over the previous year.

A. D. Kiefer has been appointed Minneapolis representative of the World Bestos Corp. Jos. M. Graze has been transferred from the New York City territory to St. Louis.

LYCOMING MFG. CO. reports its profits and business in 1927 as 33 1/3 per cent higher than in 1926.

EASY WHEEL-TURN

Ross *Gets* It Without *Sacrificing* The Other Important Qualities.

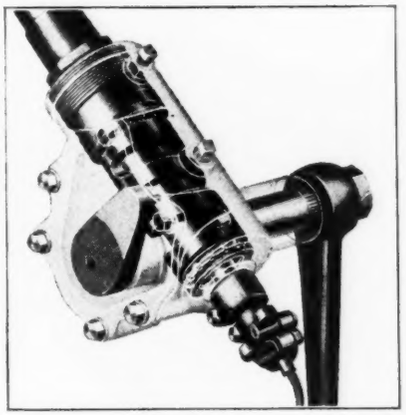
EASY wheel turn is very important in bus steering. It is possible, perhaps, to obtain a certain degree of easy wheel-turn with many types of steering gears. But too often it is attained at the sacrifice of the other essentials of good steering—irreversibility (control of road-shock) and road-sympathy.

When a steering gear sacrifices irreversibility for small amount of wheel turn (lesser number of turns) the steering is susceptible to violent and hazardous transmission of road-shock—the wheel whips violently over rough-going.

If the easy wheel-turn is achieved at the sacrifice of road-sympathy, the steering wheel can no longer be handled subconsciously—the driver must be doubly alert to keep the bus in its course.

Ross Cam and Lever Steering Gear has a maximum of easy wheel-turn and at the same time the correct degree of irreversibility and road-sympathy. Such balanced steering can be obtained only by the unique cam and lever principle—exclusive to the Ross. A comparison of Ross with other steering gears proves this conclusively, and will always demonstrate the greater control, safety and comfort that Ross gives to any bus. Ross already has been adopted as standard equipment by the manufacturers of 50 buses.

ROSS GEAR & TOOL CO. ·:· LAFAYETTE, IND.



The balanced qualities of Ross Steering are largely the result of these features in which the Ross Cam and Lever Steering Gear differs from the conventional type of steering gear:

Variable Ratio of Cam

Line Contact Between Actuated and Actuating Members

Low Internal Pressures

Powerful Internal Leverage

High Over-All Efficiency

ROSS *Cam* AND *Lever* STEERING

These Men Have Nothing to Do But Sell

(Continued from page 13)

for sold; "C" for closing, and "W" for "warming up." A prospect in the "warming-up" list is changed over to the "hot" list when he changes to a closer, and his name is switched vice versa if such is the development.

The accompanying table shows the method of recording of work accomplished every week and a "recap" for the month. The month is placed at the top, and each week's record is dated with the last day of the week.

On the same sheet is a "recap" for each week and the total for the month. Obviously these recapitulations are of great value from a sales management standpoint.

The lazy salesman can't dodge the responsibility in this report. He may try to save shoe leather and still maintain a good quota of calls by visiting everybody on a street regardless; but this make-shift semblance of enterprise will show up in the record. This is the meat in the cocoanut; it's the "control lever" that works automatically and keeps each salesman on his round of regular and assigned calls.

It may be noted that "scheduled calls" and "calls not scheduled," are separated in the report. Haphazard calls made merely to maintain an appearance of activity, must be listed as "calls not scheduled." Though the total calls for a month may be equal to the quota for the period, the number of calls "not scheduled" may be out of proportion to the calls assigned in the daily sheet. If the former greatly outnumber the latter, it is an indication that the salesman is not following the sales routine, and eventually will be traveling in circles.

Mr. Lang finds that the best barometer of a salesman's enterprise and earnestness is the "calls not scheduled" list. **Effective sales management implies direction in productive channels**, regardless of whims and inclination of salesmen.

For repeat calls this firm uses white cards in an abeyance file. The "warming up" and "hot" prospects are listed on these cards according to the date of next call. Each card is dated, and on the date the names are included on the "Daily Schedule of Calls," along with the new names for that date for each salesman.

"It's a great temptation for the salesman with a "hot" closer on his list to spend too much time with such prospect, but we insist that the daily schedule of calls be carried through. We have found that adhering closely to this follow-up system directly affects our sales volume, because our efforts are guided into productive channels and kept there daily, despite personal inclination or over-enthusiasm."

Chassis Dynamometer Used to Sell Service

(Continued from page 19)

Following the test, a recommendation is made, as outlined earlier, as to work that should be done at once, work that can be deferred and the units that are O.K. This information is high-spotted in the spaces in the lower left corner of the report and detailed on the reverse side. After the order has been obtained and the repair work completed, the test is repeated and the results noted. The form also serves as a guide for the inspector. The customer from the report is able to see not only what work has been done but what the results are in terms of truck performance. The personal element is largely eliminated and comebacks are minimized.

From the description of the chassis dynamometer, it is obvious that it does not represent an investment that is beyond many dealer and factory branch service stations. It makes road testing unnecessary which represents a considerable saving alone and, in addition, it takes much of the guesswork out of maintenance. It makes it possible to show the customer why repairs are required in language that he can understand and, perhaps more important from the good-will standpoint, it enables the branch to show its owners definitely the improvement in performance which has resulted from the work done in its shop.

Federal Regulation of Trucks

(Continued from page 11)

diate legislation providing for the granting of interstate bus certificates. They indicated that if they could get a law that would do this, they were not so much interested in the regulatory machinery, as they feel that the statute can be amended as experience dictates.

The railroads in the main approved of the Examiner's conclusions although they did take a number of exceptions to the details. Toward the close of the hearing, when the strong opposition to truck regulation had been voiced, A. P. Thom, representing the Association of Railway Executives, urged the Commission strongly to recommend immediate regulation for the bus. He suggested further that a law be recommended providing for the licensing of interstate truck operators and requiring them to make reports to the Commission. These reports would provide the Commission with facts on which more detailed regulation at some later date might be based.

A chart giviing a digest of motor vehicle electric lighting laws and regulations by states has beenn printed by the Motor Vehicle Conference Commiittee through the courtesy of the National Lamp Works of the General Electric Company, which company compiiled it.

H. E. Manville has been reelected chairman of the board of Johns-Manville Corp., which board has been cut from 24 to nine directors under a new policy whereby department heads are no longeer chosen as directors.

Exterior and interior views of a Mack six-cylinder, city type bus minus the seats which is being used by the Pennsylvania Edison Company in its sales promotion campaign of electric current, by exhibiting labor saving devices for the home operated by electricity

Nothing *Finer* Can Be Said of Any Motor Vehicle Than, It is -

LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

The Choice of Eleven Truck Manufacturers

Reducing Your Fleet Operation Costs

Standardization of *"Fillerless"* method for construction of Fisk Transportation Cords now makes possible readjustment of fleet operation costs.

New records for maintenance costs, perfectly timed schedules, increased load capacities are often effected with the equipping of a fleet with Fisks.

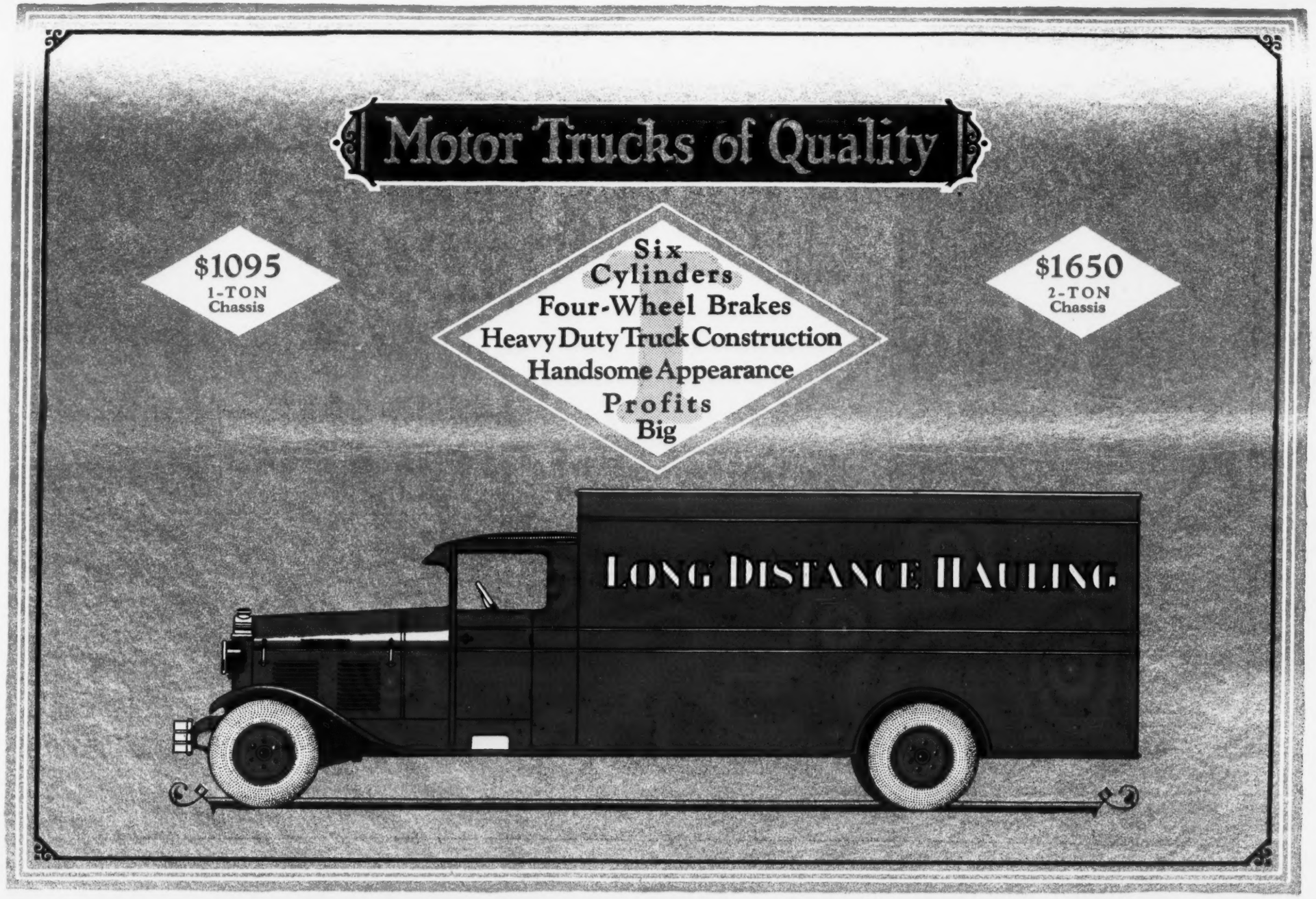
Through the *"Fillerless"* construction wherein all cords are individually insulated in live rubber and held in constant parallel alignment under uniform tension—annoyances associated with pneumatic tire operation are reduced to a minimum.

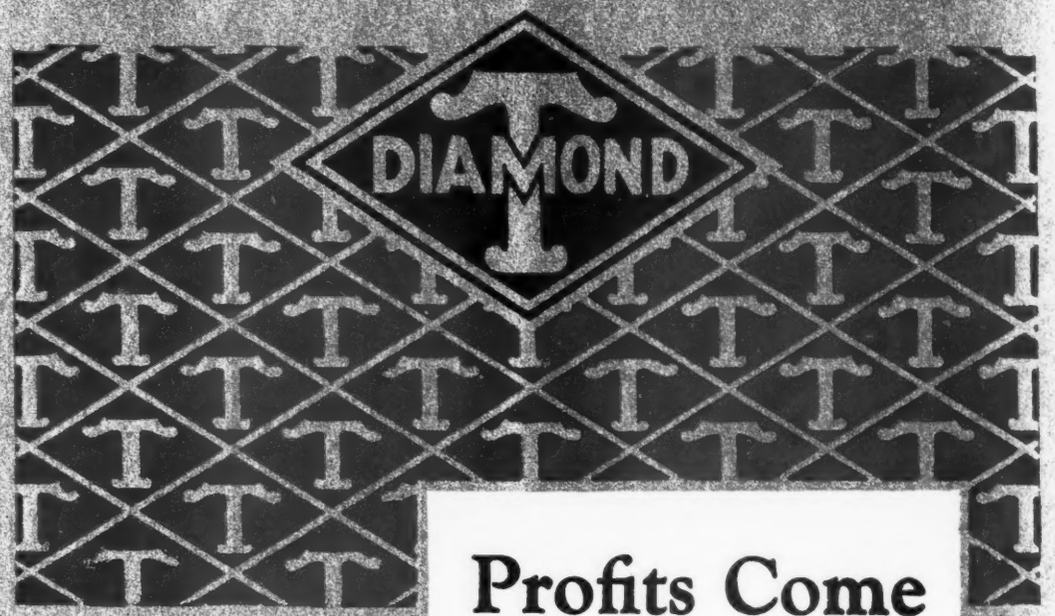
Month after month of weaving and pounding the strength, insulation and uniformity characteristics of the *"Fillerless"* cords remain unchanged.

The combination of the patented cord arrangement with the famous multi-cable bead design and the special wear resisting tread compound render the Transportation Cord by Fisk the most dependable and economical tire available for heavy duty service.

THE FISK TIRE COMPANY, Inc.
Chicopee Falls, Mass.

FISK TIRES


Motor Trucks of Quality
$1095
1-TON
Chassis
Six
Cylinders
Four-Wheel Brakes
Heavy Duty Truck Construction
Handsome Appearance
Profits
Big
$1650
2-TON
Chassis
LONG DISTANCE HAULING



Profits Come Much Easier

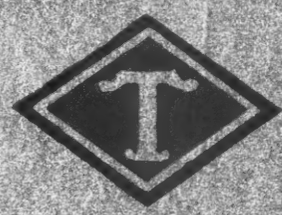
when the truck dealer has exactly what the customer wants — and at the right price.

You should see the new Diamond T trucks with powerful, dependable six-cylinder engines, four-wheel hydraulic brakes, *truck* units throughout and remarkable beauty in appearance.

And as to price! Without seeing actual specifications one is impressed by the low price, for instance, of the 2-ton model at $1650, and after looking over the specifications you wonder how Diamond T can sell such high quality trucks at such a low figure.

The truck, the price and the generous discounts enable you to make clean profits with the Diamond T franchise. Write, wire or call today!

It is easier to sell Diamond T Trucks than to sell against them.



DIAMOND T MOTOR CAR CO.
TWENTY-SIXTH ST., CHICAGO, ILL.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 46 and 47

* Corrections.
† New Models.

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size Front (Inches)	General: Tire Size Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System Carburetor (Make)	Engine: Fuel System Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1000 Pounds																																
•Chevrolet Cap. Com.	395	107	S 30x4.50	S30x4.50	Own	4-3-11/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Nat.	U	3	Own	Own Nat.	S	1/6	3.82	12.68	E	Own Nat.	S.S	Own	Jax	Jax	1695
G. M. C. DeLuxe Del.	585	110	B 29x4.75	B29x4.75	Pontiac	6-3 1/2x3 3/4	25.3	L	PC	Non	Lon	Car	V	D-R	D-R	P. Own	Own	U	3	Own	Own	S	1/2	4.18	13.92	A	Own	.....	Jac	Mot	.....	1820
Graham Bros. SD	....	108	B 29x5.00	B29x5.00	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Dodge	Dodge	S	1/2	3.77	12.88	B	Dodge	Det	Gem	Kel	Kel	2035
Reo Speed Wagon Jr.	895	115	B 28x5.25	B28x5.25	Con	6-3 1/4x4	25.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	U	3	Spi	Sal	S	1/2	4.7	14.63	E	Sal	S. S.	Ros	Mot	Fir	2290
Rugby Com. Ch.	470	103	P 30x3 1/2	P 30x3 1/2	Con	4-3 5/16x4 1/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/4	4.87	16.16	E	Own	Own	Own	Hay	Hay	1650
1500 Pounds																																
Graham Bros., DD	670	116	B 31x5.25	B31x5.25	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/6	4.17	17.22	A	Own	Det	Ros	Kel	Kel	2170
Graham Bros. DDX	685	116	P 33x4 1/2	P 33x4 1/2	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/2	4.17	17.22	A	Own	Det	Ros	Kel	Kel	2210
Int. Harvester Spec. Del	....	116	B 30x5.25	B30x5.25	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	G	D-R	D-R	Roc	M.M	U	3	M-M	Eat	S	1/2	4.45	.....	B	Eat	.....	D-G	.....	Fir	2000
Kleiber	1450	136	P 30x5	P 30x5	Con	6-2 7/16x4 3/4	19.8	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 5260	B	1/2	5.36	.....	B	Tim 12300	Bet	Ros	Smi	Fir	3000
†Rugby Fast Mail	....	110	B29x5.00	B29x5.00	Con	6-2 7/16x4 3/4	19.8	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	U	3	Spi	Own	S	1/2	4.45	14.8	E	Own	Own	Own	Hay	Hay	2375
Stewart Buddy	895	118	B 30x5.25	B30x5.25	Con	6-2 7/16x4 3/4	19.8	L	PC	Non	Own	Zen	G	D-R	D-R	D. Own	Own	U	3	Own	Own	B	1/6	4.8	30.0	A	Own	Own	Gem	Own	Fir	2250
Studebaker	925	113	B 32x6.00	B32x6.00	Own	6-3 3/8x4 1/4	27.3	L	FP	Non	Lon	Str	V	D-R	D-R	P. Lon	Own	U	3	Spi	Own	S	3/4	4.6	15.0	F	Own	Own	Ros	Kel	Kel	2415
†Velie	1165	112	B30x5.25	B30x5.25	Own	6-3 1/8x4 1/4	24.4	H	PC	.....	.....	.....	.....	A-L	A-L	P. B&H	Roc	U	3	Cle	Own	S	1/2	4.9	.....	F	Own	Mar	Ros	Mot	Jax	2520
Yellow Cab O6	1295	109	P 30x5	P 30x5	Buick Std.	6-3 1/16x4 1/2	23.4	...	PC	Non	Lon	Mar	V	D-R	D-R	D. B-L	Mun	U	3	Spi	Tim 5515	B	1/6	4.90	19.6	B	Tim 1341	Mar	Ros	Mot	Fir	2500
1 Ton																																
•Acme 14	....	120	P 30x5	P 30x5	Con H8	4-3 5/16x4 1/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	Ros	Bim	Fir	2000
•Acme 16	....	120	P 30x5	P 30x5	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	Ros	Bim	Fir	2100
Acorn 20P	1185	132	B 32x6.00	B 32x6.00	Con 15C	6-3 3/8x4 5/8	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful DU10	U	3	Spi	.....	B	1/2	4.5	.....	.....	.....	Tut	Lav	.....	.....	3500
Biederman	....	138	P 30x5	P 30x5	Con 8R	6-3 1/2x4 1/2	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/6	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Brockway Junior	....	130	P 30x5	P 30x5	Wis C	4-3 3/8x5	22.5	H	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 30	U	3	Spi	Col 35001	B	1/6	5.12	20.84	A	Col 1624	Row	Ros	Smi	Fir	2990
Chevrolet Cap.	495	124	B 29x4.40	P 30x5	Own Cap	4-3 7/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Cap.	U	3	Own	Own Cap.	S	1/6	5.43	18.03	A	Own Cap.	S.S	Own	Jax	Jax	2060
§Chicago AX	....	121 1/2	P 32x6	P 32x6	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20 B	U	3	Pet	Tim 5260	B	1/2	5.71	19.07	A	Tim 11600	Mat	Ros	Smi	Fir	2850
Clydesdale 16	....	140	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.86	A	Tim 1250	Per	Ros	St M	Fir	3450
Commerce 8A	....	130	P 30x5	P 30x5	Con 11U	6-3 1/4x4 5/8	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	1/6	5.66	20.5	A	Shu 310	Bea	Ros	Smi	Fir	2900
Concord K	1750	130	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/4	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	B	3/4	5.1	18.46	A	Col 5307	Bea	Ros	St M	Fir	2900
•Corbitt 20	....	132	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	FP	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Spi	Tim 5260	B	1/6	6.14	20.45	A	Eat 750	Mat	Ros	Smi	Fir	3025
Day-Elder M	1345	131	P 30x5	P 30x5	Con 12C	6-3 1/4x4 5/8	25.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	Ful DU10	U	3	Spi	Col 35006	B	1/2	5.57	23.9	A	Col 1631	Bea	Ros	Cla	.....	3100
Denby 41	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	Spi	Col 54005	S	3/4	5.8	23.2	...	Con	Det	Ros	StM	Fir	3315
Diamond T76	....	130	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 54005	B	3/4	5.12	18.6	A	Col 5306	Mat	Ros	Smi	Fir	3240
§Eagle 10	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Col 350-3	B	1/2	5.12	18.8	A	Col 1631	Cha	Ros	Smi	Fir	3000
Federal F6	....	124	P 30x5	P 30x5	Con 30L	6-2 7/16x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2500
Federal Scout	....	124	P 30x5	P 30x5	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	...	D-R	D-R	P. Lon	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2400
Fisher Jr. Express	....	140	P 30x5	P 30x5	Con 31L	6-2 7/16x4 3/4	19.8	L	FP	Non	Per	Ste	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Sal F	S	1/2	6.1	.....	B	Sal F	Det	Ros	Smi	....	2500
Garford 20	1485	136	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/4	22.5	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3300
§Garford 20-6	1585	136	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3350
GMC T-20	1095	132°	P 30x5	P 30x5	Buick Std.	6-3 1/16x4 1/2	23.4	H	PC	K-P	Lon	Mar	V	D-R	D-R	D. Own	Mun	U	3	U-M	Tim 5260	B	1/2	5.57	22.28	A	Tim 11600	Arm	Ros	M. M	Kel	2900
Gotfredson 20 B	....	131°	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/4	22.5	L	PC	Non	McC	Zen	V	D-R	D-R	P. B&B	B-L 20B	U	3	Spi	Cla B365	B	1/6	5.66	18.9	B	Shu 5400	Det	Ros	Van	Fir	3000
Graham Bros. BD	895	126	P 30x5	P 30x5	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/6	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2530
§Graham Bros. ID	980	137	P 30x5	P 30x5	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/6	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2860
Graham Bros. IDX	1020	137	P 33x5	P 33x5	Dodge	4-3 7/16x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/6	5.10	21.08	A	Own	Det	Ros	St M	Fir	2875
Gramm 268N	1485	133°	P 30x5	P 32x6	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	1/4	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pie	Sal A	B	1/4	5.85	23.08	B	Sal D	Per	Ros	Ind	Fir	3020
Grass Premier 40	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	1/2	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	2950
Grass Premier 40-6	....	130°	P 30x5	P 30x5	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	1/2	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	3050
Hahn 8J4	....	138	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3100
Hahn 8J6	....	138	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3200
Indiana 11X	....	120	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	S	1/2	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Kenworth A	2250	131	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Own	Zen	V	D-R	D-R	D. B-L		U	3	Spi	Tim 6258	W	F	6.00	28.8	A	Tim 12300	Lah	Ros	Sml	Fir	4100

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction In High	Gear Ratios: Total Reduction In Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
King Zeitler 22A	....	131	P 30x5	P 30x5	Con 31L	6-27/8x43/4	19.8	L	PC	Non	Chl	Zen	G	A-L	A-L	D. B-L	B-L 20	U	3	Blo	Tim 5260	S	1/2	6.83	22.8	A	Shu 5400	Tut	Ros	Bim	Fir	3000
Kissel	....	140	P 34x5	P 34x5	Own	4-37/8x51/2	24.1	L	SP	Non	MeC	Str	V	D-R	D-R	D. W-G	W-G T38L	U	3	Spi	Tim 6258	W	F	5.16	18.88	A	Tim 1452	Mat	Ros	Bim	Fir	3780
Larrabee A3	1350	133	P 30x5	P 30x5	Con 11U	6-33/4x45/8	25.3	L	PC	Non	Fed	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spi	Col 1600	B	1/2	5.10	17.1	...	Col 35000	Eat	Ros	Sml	Fir	3100
Le Moon H-10	....	140	P 30x5	P 30x5	Con 12C	6-33/4x45/8	25.3	L	FP	Non	Chi	Str	G	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Cla B-365	B	1/2	5.6	18.7	B	Tim 12300	Tut	Ros	Smi	Fir	2900
Luedinghaus	....	130	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. B-L	B-L 31	U	3	.....	Wis 800G	W	1/2	.....	.....	A	Shu 5410	.....	Ros	Smi	Fir	2850
Menominee	1650	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	D-G KL400	U	3	Blo	Col 54000	S	3/4	4.58	18.3	A	Col 5400	Tut	Ros	Van	Fir	3250
Parker Chariot	1750	140	P 33x5	P 33x5	Wis SU	4-4x5	25.6	H	PC	Non	Mod	Str	V	Eis	Eis	Ful	Ful SC10	U	3	.....	Tim 5620	B	F	6.42	.....	A	Tim 12300	Tut	Ros	Bim	Fir	3250
***Rugby Exp**	975	128	P 30x5	P 30x5	Con	6-23/4x43/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	4	Spi	Sal	S	1/2	5.39	19.3	E	Sal	Own	Gem	Bim	Bim	2590
Sandow G	....	120	S 33x5	S 33x5	Her OX	4-4x5	25.6	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU3/4	U	3	Spi	She	W	...	5.5	23.4	A	Shu 310	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Str	G	Bos-A	A-L	D. Ful	Ful TU3/4	U	3	Spi	She	S	1/2	5.5	15.6	A	She 310	Mar	Lav	Dis	Fir	3000
Schacht	....	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos-A	Non	D. Ful	Ful GU-7	U	4	Blo	Wis	...	...	6.00	28.8	A	Shu 510	Eat	Ros	.....	.....	.....
Service 25H	....	146	P 32x6	P 32x6	Bud WTU	4-33/4x51/8	22.5	L	PC	Non	Own	Zen	V	D-R	D-R	P. B&B	B-L 31	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
Stewart Buddy	995	128	P 30x5	P 30x5	Con	6-27/8x43/4	19.8	L	PC	Non	Fed	Joh	G	D-R	D-R	D. W-G	W-G	U	3	Spi	Sal	B	1/2	5.57	17.1	A	Own	Det	Gem	Cla	Fir	2550
***United 16**	....	122 1/2	P 32x4 1/2	P 32x4 1/2	Wau X	4-31/2x41/2	19 6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B365	B	1/2	5.66	17.63	B	Shu 5400	Det	Ros	Van	Fir	2400
***United 16C6**	....	120	P 32x4 1/2	P 32x4 1/2	Con 20L	6-23/4x43/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	1/2	5.66	17.63	B	Shu 5400	Det	Ros	Van	Fir	2500
§U. S. U	1850	138	P 34x5	P 34x5	Bud WTU	4-33/4x51/8	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla B-501	B	1/2	6.25	30.0	A	Shu 350	.....	Lav	Sch	Fir	3400
Wachusett S	....	152	S 34x5	S 34x5	Con 8R	6-33/8x41/2	27.3	L	PC	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Spi	Tim 5511	W	3/4	5.5	22.5	...	Tim 1250	Sav	Ros	Sml	Fir	3300
White 15 B	1545	133 1/2	P 30x5	P 30x5	Own GKA	4-33/4x51/8	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 15	A	4	Spi	Own 15B	S	1/2	5 36	18.6	A	Own 15	Own	Own	Own	Fir	3242
Willys Knight T-100	....	130	P 30x5	P 30x5	Own	6-21/8x37/8	20.7	X	PC	Mon	Own	Til	V	A-L	A-L	P. B&B	Own	U	3	M.M.	Tim	S	1/2	6.14	19.35	E	Own	Mat	Own	M.M	Hay	2700
Yellow Cab T1	1450	130	P 33x5	P 33x5	Con V4	4-33/4x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	1/2	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	S 33x5	S 33x5	Con V4	4-33/4x6	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	1/2	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3210
Yellow Knight T2	1095	124	P 30x5	P 32x6	Yell V	4-3 7/8x5	18.9	X	PS	Non	Lon	Zen	G	N-E	N-E	P. B&B	Mun T23	U	3	Thel	Tim 5310-21	S	1/2	6.14	24.5	A	Tim 12300	Mar	Gem	Mot	Fir	2605
1¼ Ton																																
Acme 24	....	136	P 30x5	P 30x5	Con S4	4-41/4x41/2	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Col 54010	S	F	5.85	23.4	A	Col 5303	Det	Ros	Smi	Fir	3450
Atterbury 26B	....	132	P 30x5	P 30x5	Lyc S	6-31/4x41/2	25.3	L	PC	Non	Fed	Str	G	A-L	A-L	D. B-L	B-L	U	3	Blo	Cla	B	1/2	5.6	18.7	A	Shu	She	Gem	Bim	Fir	3470
***Biederman**	....	154	P 32x6	P 32x6	Con 8R	6-33/8x41/2	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/2	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Clinton 20B	...	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	1/2	6.28	29.5	A	Shu 5405	Row	Ros	Van	Fir	3750
Clydesdale 10A	....	154°	P 34x5	P 34x5	Con S4	4-41/4x41/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	1/2	6 75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3250
Concord KX6	....	160	P 30x5	P 30x5	Bud HS6	6-33/8x41/2	27.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	S	F	5.1	18 46	A	Col 5307	Bea	Ros	St M	Fir	3500
Corbitt 21	....	132	P 30x5	P 30x5	Con 12C	6-33/4x45/8	25.3	L	PC	Non	MeC	Zen	V	D-R	D-R	D. B-L	B-L 20-B	U	3	Spi	Tim 5260	B	1/2	5.66	20.5	A	Eat 750	Mat	Ros	Smi	Fir	3100
Defiance F	....	127	P 30x5	P 30x5	Own 25	6-31/2x5	23.4	L	PS	Non	Own	Zen	V	L-N	L-N	P. B&B	Dur	U	3	Spi	Own OG	B	1/2	4.46	....	A	Shu 350	Det	Gem	Smi	Fir	3085
Defiance	....	129	P 30x5	P 30x5	Con 20L	6-23/4x43/4	18.1	L	PC	Non	Zen	.....	...	Own	D-R	P. B&B	W-G T64J	....	?	Har	Col 35008	B	...	5.57	.....	...	Shu 350	.....	Gem	Smi	Fir	2980
Gramm 263 N	1485	133°	P 30x5	P 32x6	Lyc S	6-33/4x43/4	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	1/2	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	3/4	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	3020
Indiana 11	....	129 1/2°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	S	1/2	5.1	24 48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Indiana 611	....	133°	P 30x5	P 30x5	Con 12C	6-33/4x45/8	25.3	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	B	1/2	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3675
Int. Harvester S-24	....	130	P 32x4 1/2	P 32x4 1/2	Lyc CT	4-33/4x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	1/2	5.33	21.3	A	Eat	S.S.	CAS	.....	Fir	3025
Int. Harvester S-26	....	130	P 32x4 1/2	P 32x4 1/2	Lyc 4SG	6-33/4x41/2	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M.	Eat	S	1/2	5.33	21.3	A	Eat	S.S.	CAS	.....	Fir	3090
Maccar 36	....	140	P 30x5	P 30x5	Bud HS	6-33/8x41/2	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Eat 1002	B	1/2	5.66	27.2	A	Shu 5405	Row	Ros	Van	Fir	3700
Master 11	....	132	P 35x5	P 35x5	Bud WTU	4-33/4x51/8	22.5	L	PC	Non	Chi	Zen	G	Bos-A	Bos-A	D. Ful	Ful SU	U	3	Spi	Cla	S	1/2	5.5	22.0	A	Tim	Det	Ros	StM	Fir	3000
Republic 75-6	....	128 1/2	P 35x5	P 30x5	Lyc 4SL	6-31/4x41/2	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	1/2	5.33	21.3	A	Eat	Mat	Han	Van	Fir	3150
Republic 75	....	124°	P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	1/2	5.33	21.3	A	Eat	Mat	Han	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	1/2	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Lyc 4 SG	6-31/4x41/2	25.3	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	1/2	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Selden Pacemaker 24	....	142°	S 30x5	S 30x5	Con S4	4-41/4x41/2	28.9	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	1/2	.....	.....	A	Shu	.....	Ros	Van	.....	3680
Selden Pacemaker 27	....	142°	S 30x5	S 30x5	Con C12	6-33/4x45/8	25.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	1/2	.....	.....	A	Shu	.....	Ros	Van	.....	3680
***Stewart 1o**	1295	130	P 32x6	P 32x6	Lyc CT	4-33/4x5	22.5	L	FP	Non	Own	Zen	G	D-R	D-R‡	D. Ful	Ful SU-1	U	3	Spi	Cla B-365	B	3/4	5.10	24.0	A	Col 3008	Det	Gem	Ind	Fir	2680
***Stewart 16X**	1295	130	P 32x6	P 32x6	Lyc	6-33/4x41/2	25.3	L	FP	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	U	3	.....	Cla	B	1/2	5.1	24.0	A	.....	.....	Gem	.....	Fir	2800
***United 20**	....	128	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	A-L	A-L	D. B-L	B-L 20B	U	3	Bio	Cla B-365	B	1/2	5.66	17.0	A	Shu 5400	Det	Ros	Van	Fir	2900
***United 20C6**	....	128	P 30x5	P 30x5	Con 12C	6-33/4x45/8	25.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	1/2	5.66	17.0	A	Shu 5400	Det	Ros	Van	Fir	2900
Victor 25	....	131	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pic	Col 54000	S	3/4	5.1	20.4	B	Col 5410	Mar	Ros	.....	Fir	3000
White 57	2725	141°	P 32x6	P 32x6	Own GRC	4-4x53/4	25.6	L	FP	Own	Own	Zen	V	L-N	L-N	P. Own	Own GRBB	U	4	Spi	Own 57	S	1/2	4.67	19.3	A	Own 57	Own	Own	Own	Fir	3774
Woods 18BC	....	116	P 30x5	P 32x6	Bud WTU	4-33/4x51/8	22.5	L	PC	Non	Mod	Zen	V	Bos-A	Non	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	.....	A	Shu	Tut	Ros	Bim	Fir	3250
1½ Ton																																
§Acme 36	....	136	P 32x6	P 32x6	Con 8R	6-33/8x41/2	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	F	6.43	25.7	A	Tim 1460	Det	Ros	Sml	Fir	3600
Acorn 30	2300	144	S 34x4	S 34x6	Con S4	4-41/4x41/2	28.9	L	PC	Non	Chi	Zen	G	A-L	.....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	1/2	Opt	Opt	A	Shu 250	Tut	Ros	.....	.....	4400
Acorn 30-P	2300	144	P 30x5	DP30x5	Con 15C	6-33/8x45/8	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B365	S	1/2	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	.....
§Armleder 30	....	148°	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4400
Armleder 30B	....	150°	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x53/4	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4400
Armleder 30-6	....	153°	S 34x4‡	S 34x6‡	Bud HS6	6-33/8x41/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4500
Atterbury 26G4	....	145	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	...	PC	Non	Fed	Str	G	A-L	A-L	D. B-L	B-L	U	3	Spi	Tim	B	F	6.4	21.4	A	Shu	She	Gem	Van	Fir	3900
Atterbury 26G6	....	145	P 30x5	DP30x5	Lyc 4S	6-33/4x41/2	25.3	...	PC	Non	Fed	Str	G	A-L	A-L	D. B-L	B-L	U	3	Spi	Tim	B	F	6.4	21.4	A	Shu	She	Gem	Van	Fir	3900
Autocar A	....	142°	P 32x6	P 32x6	Own A	4-4x53/8	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 5623-BX	S	F	6.43	30.62	E	Tim14703BX	S. P.	Han	....	.....	3900
Biederman	....	160°	S 34x5	S 34x6	Con 8R	6-33/8x41/2	27.3	L	PC	Non	Own	Zen	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim	W	1/2	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600
Brockway E	....	139 1/2	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	FP	Non	G&O	Zen	V	L-N	L-N	D. B-L	B-L 30	U	3	Spi	Col 54002	B	F	5.12	20.84	A	Col 5308	Row	Ros	Sml	Fir	3870

Chicago 15V	....	142 3/4	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	Chl	Zen	G	Apc	A-L‡	D. B-L	B-L 31	U	3	Pat	Tim 5620	B	F	6.37	25.6	A	Tim 12300	Mat	Ros	Sml	Fir	3720
Clydesdale 12	....	153	P 32x6	P 32x6	Con 8R	6-33/4x41/2	27.3	L	PC	Non	Own	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	1/2	6.28	29.5	A	Shu 5405	Row	Ros	Van	Fir	3950

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Mode	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton–(Cont'd)																																
*Stewart 24X	1645	145	P 30x5	DP30x5	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	D-R	D-R	D Ful	Ful	U		.....	Cla	B	½	6.37	25.1	A	.....	.....	Ros	.....	Fir	3650
§United 30	.....	148	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Fir	3500
United 30C6	.....	148	P 30x5	P 30x5	Con 8R	6-3⅝x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Fir	3600
U. S. L.	2450	148	P 32x6	P 34x7	Bud H8	6-3⅝x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla 1D	I	D	7.60	36.5	A	Shu 350	She	Lav	Ind	Fir	4200
§U. S. N.	1950	144°	S 36x3½	S 36x6	Bud	4-3¾x5¼	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A	Shu 350	She	Lav	Sch	.....	4070
*Velie	1395	148	B 32x6.75	B 32x6 75	Own	6-3⅛x4⅝	24.4	H	PC	Non	G&O	Str	V	D-R	D-R	P. B&B	M. M. LU	U	3	M.M.	Col 35000	B	½	5.5	18.1	E	Col 1600	Mat	Ros	.....	Fir	3850
Victor 40	....	135	S 34x4‡	S 34x5‡	Her O	4-4x5	25.6	L	PC	Non	Lon	Zen	G	Eis	.....	D. Cov	Cov JUC	U	3	U-M	Wis 4600	R	F	6.1	24.0	A	Shu 5410	Mar	Ros	.....	.....	4010
Wachusett J	....	148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	¾	7.20	38.5	...	Tim 15300	Sav	Ros	Sml	Fir	3300
Wachusett K	....	154	.....	.....	Con K4	4-4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	F	7.75	41.5	...	Tim 1520	.....	Ros	.....	Fir	4800
White 20A	2125	145½°	P 34x5	DP34x5	Own GKA	4-3⅜x5⅛	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32.1	A	Own 20A	Own	Own	Own	Fir	4412
*Witt-Will NN	2575	144	S 34x4	DS34x4	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 6462D	W	½	7.00	30.3	A	Tim 1526	She	Ros	Arc	Fir	4300
Woods 31B4	...	154	P 32x6	P 34x7	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	6.42	.....	A	Shu	Tut	Ros	Bim	Fir	4000
Woods 31B6	...	154	P 32x6	P 34x7	Bud H S-6	6-3⅜x4½	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	5.37	.....	A	Shu	Tut	Ros	Bim	Fir	4200
†World D-8	....	148½	P 32x6	DP32x6	Con 15S	8-3x4¾	28.8	L	PC	Non	Mod	Str	V	A-L	A-L	P. B&B	Mun T-23	U	3	Blo	Tim 5620	S	F	6.43	25.72	A	Shu 5405	Own	Han	Van	Fir	3480
2 Ton																																
*Acme 44	....	150	P 32x6	P 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	6.25	30.0	A	Tim 14703	Det	Ros	Smi	Fir	4000
*Acme 46	....	150	P 32x6	P 32x6	Con 12C	6-3¼x4⅝	25.4	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	7.33	35.3	A	Tim 14703	Det	Ros	Smi	Fir	4000
Acorn 40	2500	144	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4600
Acorn 40P	2600	144	P 34x5	DP34x5	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4800
American La France.9R	....	156	P 32x6	DP32x6	Own DW6	6-3⅜x5	33.7	L	PC	Non	G&O	Zen	V	D-R	D-R	P. B&B	Own G7	A	4	Spi	Tm 63-500BX	W	F	5.00	24.0	A	Tim 14703BX	Mat	Ros	Van	Fir	5100
Armleder 40	....	149	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PS	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Smi	Fir	.....
Armleder 40-6	....	154	S 36x4	S 36x8	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Smi	Fir	.....
Atterbury 24R	....	150°	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Spi	Tim	W	¾	6.5	34.7	A	Tim	S.P.	Gem	Arc	Fir	4850
Autocar A	....	142°	S 34x4	S 34x7	Own A	4-4x5½	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 63000	W	F	7.33	35.18	E	Tim 14703BX	S.P	Han	.....	.....	4050
Brockway EYW	....	150	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	H	FP	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	A	4	Spi	Wis 4600	R	F	6.00	32.1	E	Col 5227	Row	Ros	Van	Fir	5090
Brockway S	....	140	S 34x4‡	S 34x8‡	Wis SU	4-4x5	25.6	H	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Tim 64600	W	½	7.25	29.6	A	Tim 14700	Row	Ros	Smi	Non	4690
Chicago 20 V	....	163°	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pet	Tim 63500	W	F	7.75	41.46	A	Tim 14703	Mat	Ros	Smi	Gdy	4670
*Chicago 20XL	....	159½°	S 34x4	S 34x7	Wau XL	6-3⅛x4½	29.4	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 35	U	4	Pic	Tim 63500	W	F	7.75	41.5	A	Tim 14703	Mat	Ros	Smi	Fir	4700
§Clinton 45	....	163	S 34x4‡	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 35	A	4	Blo	Tim 64600	W	½	7.75	41.5	A	Tim 15302	Row	Ros	St M	.....	4875
Clinton 42	....	153°	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Non	Mod	Zen	V	Spl	D-R	D. B-L	B-L 31	A	3	Blo	Cla B501	B	½	86.2	29.5	A	Shu 5405	Row	Ros	Van	Fir	.....
Clydesdale 9	....	160°	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	Own	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7.75	41.46	A	Tim 1460	Per	Ros	Sml	Non	4800
Concord GX	2800	150	P 32x6	P 34x7	Bud KBU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	54.6	29.21	A	Tim 15300	Bea	Ros	Arc	Fir	4600
Concord GX6	...	163	P 32x6	P 34x7	Bud DW6	6-3⅜x5	33.7	L	FP	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	5.46	29.4	A	Tim 15300	Bea	Ros	Arc	Fir	4800
Corbitt 44	..	148	P 32x6	S 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	8.75	46.8	B	Shu 5510	Mat	Ros	Smi	Fir	5195
*Corbitt 640	..	144	P 32x6	P 34x7	Con 15C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	Eis	D-R	D B-L	B-L 35	U	4	Spi	.....	W	½	6.5	35.0	B	Shu 5510	Mat	Ros	Smi	Fir	4400
Day-Elder H	..	144°	S 34x4‡	S 34x8	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. B-L	Ful SU10	U	3	Spi	Tim 63500	W	F	7.66	30.67	A	Tim 14703	Bea	Ros	Van	.....	4400
*Day-Elder HB	..	144°	P 32x6	P 34x7	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. B-L	Ful SU10	U	3	Spi	Tim 5620	B	F	6.83	27.33	A	Tim 14703	Bea	Ros	Van	.....	4300
*Day Elder HB6	..	144°	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	Ful SU10	U	3	Spi	Tim 5620	B	F	6.83	27.33	A	Tim 14703	Bea	Ros	Van	.....	4400
Defiance FTI	..	145	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	3	Spi	Cla B501	B	F	6.25	27.58	A	Shu 350	Det	Lav	Smi	Fir	3600
Diamond T4	..	144½	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 5620D	S	F	6.43	23.3	A	Shu 510	Mat	Ros	Smi	Fir	4500
Diamond T3	..	144	S 34x4	S 34x7	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D Cov.	Cov JUC	U	3	Spi	Tim 64600D	W	½	7.25	26.3	A	Shu 510	Mat	Ros	Day	....	5250
Dixon	2950	146	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PS	Non	G&O	Zen	V	Eis	D-R	D. Ful	Ful GU	U	4	Spi	Tim 6462	W	½	7.75	40.0	A	Shu 5550	S.P.	Ros	Van	....	4600
Douglas	....	156°	P 32x6	P 34x7	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.9	33.12	A	Tor AA2	Tem	Ros	Van	Fir	5100
Douglas	....	168°	P 32x6	P 34x7	Bud DW6	6-3⅜x5	33.7	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.33	30.38	A	Tor AA2	Tem	Ros	Van	Fir	5350
Douglas	....	118	P 32x6	P 34x7	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.33	30.38	A	Tor AA2	Tem	Ros	Van	Fir	4500
Duplex S	....	160	P 32x6	P 36x8	Bud DW6	6-3¾x5	33.7	L	FP	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Pet	Tim	W	F	6.75	36.2	A	Shu 5510	Tut	Ros	Smi	Fir	4600
Eagle 102	....	134°	P 34x5	P 34x5	Bud WTU	4-3¾x5½	22.5	L	PC	Opt	Own	Zen	G	Eis	A-L	D. Cov	Cov JUC	U	3	Pet	Wis 51	R	½	7.75	.....	A	Col 7000	Cha	Ros	Smi	Fir	3800
Fageol 135	2075	162°	P 30x5	DP30x5	Wau XL	6-3½x4½	29.4	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	4.62	22.2	A	Tim 12300	U.S	Ros	Cal	Fir	4800
Federal T20	....	115	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600D	W	½	7.25	36.2	A	Own	Mat	Gem	M.M	Fir	4000
Federal T2B	....	144	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622SS	B	F	7.5	37.5	A	Own	Mat	Gem	M.M.	Fir..	3985
Federal T2W	....	144	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	7.25	36.2	B	Own	Mat	Gem	Day	.....	3985
Federal T6B	....	144	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25 3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622 SS	B	F	6.00	30.0	A	Own	Mat	Gem	M.M.	Fir	4000
Federal T6W	....	144	S 34x4	S 34x7	Con 12C	6-3¼x4⅝	25 3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	6.00	30.0	B	Own	Mat	Gem	Day	.....	4200
Fisher Mer. Ex	....	146	S 36x5	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	Ful SU12	U	3	Blo	Tim 64600SP	W	½	7.25	29.0	A	Tim 14703	Det	Ros	Smi	Fir	4100
Fisher Mer. Ex	....	146	P 32x6	P 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	½	6.43	25.7	A	Tim 12300	Det	Ros	Smi	.....	3900
Garford 30	2690	144	P 32x6	P 34x7	Bud KTU	4-4x5¼	25 6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4700
Garford 30-6	2890	144	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4800
GMC T40	1950	136°	P 32x6	P 34x7	BuickMaster	6-3½x4¾	29.4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Own	B	½	6.14	23.83	E	Own	Arm	Ros	Day	Fir	4460
GMC T50	2050	136°	S 24x4	S 34x7	BuickMaster	6-3½x4¾	29.4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Tim 64601	W	½	7.75	30 07	E	Own	Arm	Ros	Day	Fir	4845
Gotfredson 41	....	146½°	S 36x4‡	S36x8‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Smi	Fir	5300
Gotfredson 46	....	156½°	S 36x4‡	S 36x8‡	Bud BA6	6-4½x5½	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Smi	Fir	5500
Graham Bros. OD	1595	137	P 32x6	P 34x7	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Cla	Fir	3775
Graham Bros. ODR	1595	137	P 34x5	DP34x5	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	3900
Graham Bros. ODX	1770	137	P 32x6	DP32x6	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4070
Graham Bros. TD	1665	162	P 32x6	P 34x7	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Cla	Fir	3940
Graham Bros TDR	1665	162	P 34x5	DP34x5	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4055
Graham Bros. TDX	1840	162	P 32x6	DP32x6	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4240
Graham Bros. ED	1645	114	P 32x6	P 34x7	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4240

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton—Cont'd																																
Acorn 45	2900	156	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful GU14	U	4	Spi	Tim 65600	W	F	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4800
Acorn 45P	3600	156	P 34x7	DP34x7	Bud DW6	6-3⅜x5	33.7	L	FP	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful GU 14	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	5500
Amer.-La France W	3950	Opt	S 36x4	S 36x7	Own 2R	4-4½x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B	Own 2R	Mer	.....	Day	.....	6600
‖Armleder 50	....	152°	S 36x4‡	S 36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Smi	Fir	5300
Armleder 55	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Smi	Fir	5300
Armleder 50-6	....	158°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7 25	38.8	A	Tim	Mar	Ros	Smi	Fir	5600
†Atterbury 27RC	....	160	P 32x6	DP 32x6	Lyc TF	6-3⅝x5	31.5	L	FP	Non	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	¾	6.5	34.7	B	Tim	S.P.	Gem	Van	.....	5470
Autocar H	....	114°	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	Str	Zen	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72*	46.3	A	Own H	S.P.	Ros	.....	.....	5500
Biederman	....	160°	S 36x5	S 36x10	Con 6B	6-3⅜x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	45.0	A	Shu	Mat	Ros	Bet	Non	4900
*Brockway SY	....	150	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	FP	K.P.	G&O	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4600	R	F	6.6	35.3	E	Col 5227	Row	Ros	Smi	Fir	5145
Chicago 25V	....	168	S 36x4	S 36x8	Wau V	4-4x5	25.6	..	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 65660D	W	F	8.5	45.5	A	Tim 15302	Mat	Ros	StM	.....	5940
Clydesdale 8	....	156°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	BosA*	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.48	A	Tim 15300	Per	Ros	Smi	Non	5300
Coleman D-40	....	130	P 38x7	P 38x7	Bud DW6	6-3⅜x5	33.7	L	FP	Per	R-T	Str	V	D-R	D-R	D. Ful	Ful GU12	U	8	Spi	Wis	R	F	8.83	139	E	Wis	Det	Ros	Van	Fir	6800
Corbitt 54	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600SP	W	F	9.25	55 1	B	Shu 5550	Mat	Ros	Smi	Fir	5325
Corbitt 56	....	152	S 36x4‡	S 36x8‡	Con 6B	6-3⅜x5	33.7	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600SP	W	F	8.5	45.5	B	Shu 5550	Mat	Ros	Smi	Fir	.....
*Day-Elder I	....	144*	S 36x4‡	S 36x8‡	Bud KBU	4-4x5¼	25.6	L	PC	Mon	Bus	Zen	V	D-R	D-R*	D. B-L	B-L 35	U	4	Spi	Tim 65600D	W	F	9.25	44.4	A	Tim 15302	Bea	Ros	Van	.....	5700
*Defiance E 2	....	160	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	.....	Chi	Zen	V	.....	A-L	D. Ful	Ful GU12	U	4	Spi	Tim 6460	W	F	7.1	...	A	Tim 1520	Det	Lav	.....	.....	5100
†Defiance O2	....	160	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	23.4	...	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spi	Wis 6600	R	...	Opt	.....	...	Tim 1520	Det	Ros	Smi	Fir	.....
Denby 43	....	155	S 36x4	S 36x8	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	...	Con	Det	Ros	Smi	.....	4925
Diamond T-U4	....	161	S 36x4	S 36x8	Her K	4-4½x5¾	28.9	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov RAD4	A	4	Spi	Tim 65600D	W	F	8.5	44.2	A	Tim 15300	Mat	Ros	Day	.....	6100
Diamond T-U6	....	182¾	P 34x7	DP34x7	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 55	A	7	Spi	Tim 65600D	W	F	5.4	51.3	A	Tim 15300	Mat	Ros	Bud	.....	7285
Diamond T-U6	....	182¾	P 34x7	DP34x7	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.5	80.75	B	Own	Mat	Gem	Day	.....	5300
Federal U5	....	157	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Spi	Eat 2254	B	F	5.7	26.95	A	Shu 550	Det	Ros	Bud	Fir	4800
Fisher Heavy Duty	....	155	P 32x6	DP32x6	Con 6B	6-3⅜x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU 14	U	4	Spi	Tim 65600SP	W	F	8.50	40.8	A	Tim 15300	Det	Ros	Day	.....	5150
Fisher Heavy Duty	....	155	S 36x5	S 36x8	Con 6B	6-3⅜x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU 14	U	4	Spi	Tim 65600SP	W	F	8.50	40.8	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 50	3750	156	S 36x4	S 36x8	Bud EBU-I	4-4½x5½	28.9	L	PC	K.P.	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	6150
Garford 50-6	4150	156	S 36x4	S 36x8	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Lon	Zen	G	Spi	Non	D. Own	B-L 55	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	6740
G.M.C. K-54	3690	133½*	S 36x5	S 36x10	G.M C. 89	4-4½x6½	32.4	L	PC	K. P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 65700	W	F	8.5	66.6	A	Tim 15300	Arm	Jac	Day	Fir	5800
Gotfredson 51	....	146⅞*	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	Spi	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6000
Gotfredson 56	....	156¾*	S 36x5‡	S 36x10‡	Bud BA6	6-4½x5⅛	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6000
Gramm 564N	2985	150°	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Han	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Own	Wis	W	F	8.66	41.57	..	Shu 5410	Per	Ros	.....	.....	5440
Gramm-Bernstein 125	....	144°	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B	Shu 5550	Tut	Ros	Smi	.....	5865
Gramm Bernstein C	....	144°	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.75	68.6	B	Shu 5550	Tut	Ros	Smi	.....	5920
Gramm Bernstein C6	....	150°	S 36x4‡	DS36x4‡	Con 6B	6-3⅜x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.25	.....	E	Shu 5550	Det	Ros	Van	Gdy	4900
Grass Premier 55-6	....	164°	P 32x6	P 36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Tim 6566SP	W	F	7.25	.....	E	Shu 5550	Det	Ros	Van	Gdy	4800
Grass Premier 51-4	....	140	P 32x6	P 36x8	Wis X	4-4½x5	32 4	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Eat 41000	R	...	8 00	.....	E	Shu 5430	Det	Ros	Van	Gdy	4800
Guilder D6	2650	160	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Wis 471	R	F	7.26	33.6	A	Shu 5410	Mer	Ros	Bud	Non	3600
Hahn K Spec	....	144°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-R	D-R	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.5	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4900
Hahn 56	....	160	P 32x6	DP32x6	Con 6B	6-3⅜x5	33.7	L	PC	Han	Chi	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Eat 2252	S	F	6.13	32.74	B	Shu 5550	Mat	Ros	Van	Fir	5300
Harvey WFC	3500	150°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	U	4	Spi	Tim 65600D	W	F	9.25	87.9	A	Tim 15300	Bea	Ros	Int	.....	6800
Hawkeye 56	3800	210°	S 36x5‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Per	Zen	G	Bos-R	D-R‡	D. Ful	Ful HU	U	4	Pie	Wis 1400	R	F	6.86	37.4	A	Shu 5550	Det	Ros	Van	Fir	5900
Hawkeye 50	3100	Opt	S 36x5‡	S 36x8‡	Bud EBUI	4-4¼x5½	28.9	L	PC	Sim	Per	Zen	G	Bos-R	D-R†	D. Ful	Ful HU	U	4	Pie	Wis 8800	R	F	8.6	54 2	A	Shu 5550	Det	Ros	Van	Fir	5400
Hawkeye 50-60	3500	197	S 36x6	DS38x7	Bud DW6	6-3⅜x5	33.7	L	PC	.....	Per	Zen	G	N-E	N-E	D. Ful	Ful HU	U	4	Pie	Wis 1400	R	F	8.00	50.2	A	Shu 5550	Det	Ros	Van	Fir	5800
Hendrickson ST	3400	.....	S 36x5	S 36x8	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	.....	.....	A	Tim 15300B	.....	Ros	.....	.....	5750
Hug 84	....	122	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 510	Cha	Ros	Own	Fir	5065
Hug C84	....	150	P 36x6	DP36x6	Bud KBUI	4-4x5¼	25.6	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 510	Cha	Ros	Own	Fir	5300
Indiana 115A	....	132	P 32x6	DP34x7	Her OX	4-4x5	25.6	l.	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	8 00	42.8	...	Shu 5410	Bea	Ros	Van	Fir	5000
Indiana 615A	....	136	P 32x6	DP34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	8.00	42.8	...	Shu 5410	Bea	Ros	Van	Fir	5190
Int. Harvester 54C	....	140°	S 36x5‡	S 36x10‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	8.75	51.5	B	Own	S.S.	Own.	Own	Fir	5720
Int. Harvester 54	....	140°	S 36x5‡	S 36x8‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	R	F	9.1	54.0	B	Own	S.S.	Own	Own	Fir	6395
Kelly-Springfield KS25	....	153	S 36x5‡	S 36x10‡	Her K	4 4½x5¾	28.9	L	PC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-L 55 Max	A	7	Pet	Own	W	½	9.25	87.88	A	Own	Det	Ros	Smi	.....	7060
†Kenworth D	3130	158	P 32x6	DP32x6	BudKBU-I	4-4x5¼	25.6	L	PC	Non	Chi	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63702	W	F	6.25	33.4	A	Tim 14703	Lah	Ros	K-B	Gdy	4700
King Zeitler 45	....	156°	S 36x5‡	S 36x8‡	Con S4	4-4½x4½	28.9	L	FP	Han	Chi	Str	G	Bos-R	A-L‡	D. B-L	B-L 35	U	4	Pie	Tim 65600D	W	F	9.25	49.5	A	Tim 15302	Tut	Ros	StM	Fir	5400
Kissel	....	168	S 36x4	S 36x8‡	Own 50000	4-4½x5½	28.9	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful G7	A	4	Spi	Tim 6566	W	F	8.50	40.8	..	Tim 1544B	Mat	Ros	Mot	Std	5100
Kleiber Speed	4000	190	P 34x7	DP34x7	Con 6B	6-3⅜x5	33.7	L	FP	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spi	Tim 65600	W	F	7.75	41.5	A	Tim 15302	Bet	Ros	Cal	Fir	6200
Kleiber	3850	163	S 36x5‡	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Apo	Non	D. B-L	B-L 51	U	4	Pet	Tim 65600	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5950
Lange E	3650	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Bos-A	BosA‡	D. B-L	B-L 51	A	4	Spi	Tim 65600D	W	F	7.75	41.5	A	Tim 1544B	Bet	Ros	Smi	.....	6500
Le Moon H-25	....	Opt	S 36x4	S 36x8	Con 6B	6-3⅜x5	33 7	L	FP	Pie	Chi	Str	G	Bos-A	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600	W	F	7.25	38.78	A	Tjm 15300	Tut	Ros	StM	Non	5600
Le Moon GP3	....	Opt	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-A	Non	D. B-L	B-L 51	U	4	Spi	Tim 65600	W	F	8.5	45.47	A	Tim 15300	Tut	Ros	StM	Non	5500
Luedinghaus	....	145°	S 36x5‡	S 36x8‡	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Zen	..	Eis	Non	D. Ful	Ful GU14	U	4	Spi	Tim 65600D	W	F	.....	.....	A	Shu 510	Mer	Ros	Smi	.....	4900
Mack AB 2½-3 ton	3400	146½*	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.87	43.0*	B	Own AB	Mer	Own	.....	.....	.....
Mack AB 2½-3 ton	3850	164½*	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	.....
Master 41 A	....	154°	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	...	FP	.....	.....	Zen	...	Eis	.....	D. Ful	Ful G	A	4	Bla	Tim 6566	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	6250
Master 45	....	154°	S 36x5	S 36x10	Jackson	4-4¼x6¾	28.9	...	FP	.....	.....	Str	...	Spl	.....	D. Ful	Ful G	A	10	Spi	Tim 65600	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	.....
McCarron B1	....	156	S 36x5	S 36x10	Con	4-4¼x4½	28.9	...	.....	Own	Chi	Str	V	Bos-A	A-L	D. Ful	Ful G	U	4	Pie	Tim 65600	W	F	9.25	44.4	A	Tim 1544B	Mar	Ros	Smi	.....	5600
Moreland EXX6	3350	178	S 36x4	S 36x8	Con 6B	6-3⅜x5	33.7	L	FP	.....	Own	Str	V	A-L	A-L	.Own	B-L 51	U	4	Pet	Tim 65601	W	F	7.25	38.8	..	Tim 15300	U.S.	Ros	K-B	Fir	5500
National 23	3725	178	P 36x6	DS36x6‡	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos A	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1520	Mat	Ros	Van	Fir	5000
*‖Noble 156	....	176	P 32x6	DP32x6	Bud DW6	6-3⅜x5	33.7	L	PC	.....	Chi	Str	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim 63500BX	W	F	6.25	33.4	B	Tim14703BX	Tut	Ros	Ind	Fir	4650

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Key of abbreviations, page 48

Trade Name and Model	General				Engine									Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Mode	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
3 Ton—Cont'd																															
Indiana 126	....	162°	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	½	8.5	80.7	A	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 626	....	168°	S 36x5	S 36x10	Wis H	6-4x5	38.4	H	FP	K.P	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	F	7.75	73.6	A	Shu 5550	Bea	Ros	.....	.....	7625
Indiana 627	....	168°	P 32x6	T 38x9	Wis HB	6-3¾x5	33.7	H	FP	K.P	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	7.00	42.8	A	Shu 5550	Bea	Ros	Van	Fir	6500
Indiana 628	....	216	P 34x7	DP34x7	Wis H	6-4x5	38.4	H	FP	K.P	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	6.28	42.8	A	Shu 5550	Bea	Ros	Bud	Fir	6585
Indiana 127	....	162°	P 36x5	P 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L †	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	8.00	42.8	A	Shu 5550	Bea	Ros	Smi	.....	6490
†Indiana 127A	....	141	P 32x6	DP34x7	Her K	4-4¼x5¾	28.9	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 51	U	4	Spi	Cla 720	S	½	7.00	41.72	A	Shu 5550	Bea	Ros	.....	.....	5300
Int. Harvester 63	....	140	S 36x5‡	S 36x8‡	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	D-R‡	D. Own	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	S.S.	Own	Own	Fir	5660
Kenworth J	3750	172	S 36x5	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65700S	W	F	7.75	46.8	A	Tim 15302	Lah	Ros	Smi	.....	6300
KenworthG	3450	172	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Non	Chi	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Cla B720	B	½	6.25	33.4	A	Tim 15302	Lah	Ros	Bud	.....	5200
King Zeitler 60	....	156°	S 36x5‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700D	W	F	9.25	49.5	A	Tim 15302	Tut	Ros	StM	.....	6200
King Zeitler 62A	....	.....	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	G	Bos-R	Bos-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 65700SP	W	F	7.75	73.6	B	Tim 15302	Tut	Ros	Bud	Fir	6200
Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	..	4	.....	Tim 65700D	..	..	.....	.....	..	Tim 1544B	Bet	Ros	Smi	.....	.....
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	..	4	.....	Tim 6570D	..	..	.....	.....	..	Tim 1544B	Bet	Ros	Smi	.....	.....
Krebs 64	....	163°	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 65600D	W	F	9.25	87.8	A	Tim 15300	Mat	Ros	Smi	Fir	6100
Krebs 66	....	163°	S 36x5‡	S 36x10‡	Con 6B	6-3¾x5	33.8	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 65600D	W	F	9.25	87.8	A	Tim 15300	Mat	Ros	Smi	Fir	6100
Lange H	4250	156	S 36x5	S 36x10	Con 6B	6-3¾x5	33 7	L	PS	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	6850
Lange E3	3850	149½	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	5950
Larrabee XH25	3300	173°	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Opt	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600	W	F	8.5	36.2	A	Shu 5550	Eat	Ros	Smi	Fir	5650
Le Moon H-30	....	Opt	P 34x7	DP 34x7	Con 6B	6 3¾x5	33.7	L	FP	Non	Chi	Str	G	Bos-A	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65700SP	W	F	6.0	32.1	B	Tim 15300	Tut	Ros	StM	Gdy	5650
Le Moon H-31	....	Opt	P 34x6	DS 34x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Chi	Str	G	Bos-A	D-R	D. B-L	B-L- 35	U	4	Spi	Tim 65700D	W	F	7.25	38.78	B	Tim 15300	Tut	Ros	StM	Non	5900
Maccar 64	....	177	S 36x5	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45.4	B	Tim 15302	Row	Ros	Day	.....	7500
Maccar 66	....	177	S 36x5	DS36x5	Bud BUS	6-4x5½	38.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45 4	B	Tim 15302	Row	Ros	Day	.....	7500
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4½x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4½x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	10.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6300
§**Noble 164**	....	168	S 36x5	S 36x10	Bud EBU	4-4¼x5½	25.6	L	PC	Pie	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 65700D	W	F	9.25	44.4	A	Tim 15300	Tut	Ros	Smi	Fir	5950
*§**Noble 166**	....	190	P 34x7	DP34x7	Bud BUS	6-4½x5⅛	40.8	L	PC	Pie	Chi	Str	V	A-L	A-L	D. Ful	Ful	A	4	Blo	Tim 65702D	W	B	6.75	32.4	A	Tim 15300	Tut	Ros	Ind	Fir	6275
Oneida CC9	....	160°	P 34x7	DP34x7	Wis HB	6-3¾x5	33.7	H	PS	Non	Mod	Str	V	Apo	A-L	D. Ful	Ful GCL	A	4	Pet	Tim 65600D	W	F	8.5	.....	A	Shu 550	Mat	Ros	Smi	Fir	5200
Oshkosh H	4175	146	Opt	Opt	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B	Own H	R	Ros	Van	Fir	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B	Own H	R	Ros	Han	Cla	Gdy	7085
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S P	Own	Bet	Opt	6280
Rehberger B	....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K.P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Shu 5550	Del	Ros	Van	Fir	6460
Reo GA	2185	159	P 32x6	DP 32x6	Own	6-3¾x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	Own	U	4	Pet	Own	S	F	6.22	41.05	A	Own	S.S.	Own	Van	Fir	4310
Republic 25	....	165°	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pha	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
*Republic 25W	....	165°	S 36x5	S 36x10	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Ruggles 45	....	148	S 36x5	S 36x10	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos-A	D-R‡	D. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Van	Fir	5200
Sanford S 345	....	189	S 36x5	DS 36x5	Bud DW6	6-3¾x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 51	U	4	Spi	Eat 41000	R	F	7.25	29 0	A	Eat CC3B	.....	Ros	Van	Gdy	6050
Sanford S345	....	158	S 36x5	DS 36x5	Bud DW6	6-3¾x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 55	A	7	Spi	Eat 41000	R	F	8.85	84.0	A	Eat CC3B	.....	Ros	Van	Gdy	6300
*¡Schacht LN6	....	160	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	Ple	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	4	Spl	Own	R	F	10.3	65.0	..	Own	Eat	Own	Day	.....	7500
Selden Roadmaster 47	....	165	P 32x6	DP 32x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 35	U	4	.....	Cla 720	S	½	Opt	Opt	A	Shu	.....	Ros	Van	Fir	5500
¡**Selden Unit 53**	....	154°	S 36x4	P 36x8	Con L4	4-4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 51	A	4	Spl	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Ros	Std	Opt	6220
Sterling DW14-64	....	163	S 36x4	S 36x8	Own 6XK	6-3¾x4½	33.7	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 51	U	4	Spi	Tim 65600	W	F	9.25	49.4	B	Tim 15300	Mat	Ros	Hoo	.....	5625
Stewart 19	3200	165	S 36x4	S 36x8	Lye	6-3⅞x5	36.2	L	PS	Non	G&O	Zen	V	D-R	D-R	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	A	Sal	Own	Ros	Cla	Fir	5290
United 40D	....	124	P 34x7	P 34x7	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A	Shu 510	Det	Ros	Van	Fir	5200
U. S. 30	3375	Opt	S 36x5	S 36x10	Bud DW	6-3¾x5	33.7	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	F	8.5	45.5	B	Shu 5550	.....	Ros	Opt	.....	6300
U. S. 31	3275	156°	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	Own	Str	V	Spl	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	½	8.5	45.5	B	Shu 5550	.....	Lav	Day	.....	6000
Valley	....	Opt	S 36x6	S 36x10	Her K	4-4¼x5¾	28.9	L	PC	.....	Chi	Str	V	D-R	D-R	D. Ful	Ful Gu	U	4	Spi	Wis	R	F	7.75	41.46	A	Shu	Tut	Ros	Opt	Fir	6340
Ward La France 2B	....	Opt	S 36x5	DS36x5	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spl	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Day	.....	5900
Ward La France 2B6	....	Opt	P 36x6	DP36x6	Wau 6KL	6-4x4¾	38.4	..	FP	Wau	Own	Zen	V	Bos-R	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38 8	B	Shu 5550	Mar	Ros	Van	.....	.....
*Witt-Will 8S	3400	168°	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spl	Tim 65700D	W	F	9.25	40.0	A	Tim 1544B	She	Ros	Arc	Non	5700
†Witt Will S-L	3750	Opt	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65700D	W	F	Opt	Opt	A	Tim 1544B	Mat	Ros	Arc	.....	5850
Woods 56W4	....	160	S 36x5	S 36x10	Bud YTU	4-4½x6	32.4	L	PC	Non	Chi	Zen	V	Bos-A	.....	D. B-L	B-L 55	A	7	The	Tim 65700D	W	F	8.50	80.7	A	Shu	Tut	Ros	Bim	Fir	6500
3½ Ton																															
Acme 74	....	173	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	8.5	53.55	A	Tim 15300	Det	Ros	Smi	.....	8250
Acme 76	....	179⅝	S 36x5	S 36x10	Con 8T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	7.75	48.8	A	Tim 15300	Det	Ros	Smi	.....	8450
American La France Y	4950	Opt	S 36x5	DS36x5	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B	Own 3R	Mer	.....	Day	Non	8600
Autocar H	....	114°	S 36x5	S 36x10	Own Y	4-4½x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	S.P.	Ros	.....	.....	6000
Biederman	....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	A	4	Spl	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000
Clinton 85-6	....	190	P 34x7	DP34x7	Bud BUS	6-4x5½	38.4	L	FP	Non	Own	Str	V	Spl	D-R	B-L	B-L 55	A	4	Blo	Tim 65600SP	W	F	7.75	73.6	B	Tim 15302	Row	Ros	Van	Fir	5975
Clydesdale 4	....	177°	S 36x6	DS40x6	Con B5	4-4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Srl	Tim 6666	W	F	10.3	98.16	A	Tim 16300	Per	Ros	Smi	Non	7500
Clydesdale 4X	....	177°	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	4	Spl	Tim 6666	W	F	10.3	98.16	A	Tim 16300	Per	Ros	Smi	Non	7300
Diamond T K2	....	170	S 36x5	DS36x5	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 66600D	W	F	10.33	52.4	A	Tim 17300	Mat	Ros	Day	Non	7900
Dixon	4500	160	S 36x5	S 36x10	Her G	4-4½x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	U	4	Spi	Tim 6666	W	F	8.75	45.0	A	Shu 610	S.P.	Ros	.....	.....	6680
Duplex EF	....	130	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PS	Non	Lon	Zen	V	Eis	A-L	D. B-L	B-L	A	8	Pet	Own	I	...	8.00	86.0	A	Own	Tut	Woh	Bim	.....	6500
F.W.D.M	5000	124	S 36x8	S 36x10	Own A	4-4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N.E.	O. H-S	Cot DAF	A	3	Own	Own	B	F	8.9	35.6	B	Own	Tut	Ros	Bim	.....	7600
G.M.C. K-29	4690	160°	S 36x5	S 40x12	Own 89	4-4½x6¼	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	A	7	Own	Tim 66600	W	F	8.75	75.5	A	Tim 16380A	Det	Own	Day	Fir	8150
Harvey-WHC	4280	160°	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 60	A	7	Spi	Tim 66600	W	F	10.3	98.15	A	Tim 16300	Bea	Ros	Int	.....	8950

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Key of abbreviations, page 48

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios			Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Mode	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location					
4 Ton—Cont'd																														
Sanford W6-35	....	146	S 36x6	DS36x6	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 55	A	7	Spl	Eat 65000	R	F	10.48	99.5	A	.....	.....	Ros	Van	.....	8350
Sanford W6-35	....	180	S 36x6	DS36x6	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 55	A	4	Spl	Eat 65000	R	F	10.48	99.5	A	.....	.....	Ros	Van	.....	8420
Selden 67	....	165°	P 34x7	DP34x7	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 55	A	7	Blo	Eat 65000	R	F	Opt	.....	...	Shu	.....	Ros	Van	.....	6550
Selden 73	....	168°	S 36x5‡	S 36x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 55	A	4	Spl	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Ros	Std	.....	7720
Selden 60	....	165°	P 34x7	P 38x9	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Eat	R	.....	.....	.....	A	Shu	....	Ros	Van	Fir	6550
Sterling DC21-44	....	160	S 36x5	S 36x12	Own CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	G	Eis	A-L	D. B-L	B-L 51	A	4	Spi	Own	C	D	9.3	50.1	D	Tim 15300	Mat	Ros	Hoo	Gdy	7080
Stewart 22	4200	165	S 36x5	S 36x12	Lyc	6-3⅞x5	36.2	L	PC	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	A	4	Spi	Tim	W	F	10.5	80.75	A	Sal	Det	Ros	Day	.....	6720
†United 40D	....	124¼	P34x7	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 35	A	4	Blo	Wis 6600	R	F	7.75	41.46	A	Shu 510	Det	Ros	Van	Fir	5100
U S. 40	4050	168°	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Mon	Own	Str	V	Spl	A-L	D. B-L	B-L 55	A	4	Blo	Tim 66700SP	W	F	10.3	54.8	B	Tim 16300	.....	Lav	Day	Non	7900
*Witt-Will A	4750	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36 1	L	PC	Pie	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	4	Spl	Tim 67600	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Sml	Non	9200
Yellow Coach Z	....	230	P 38x7	DP38x7	Yell	6-4¼x5½	43..	3..	PC	Opt	Lon	Zen	V	N-E	N-E	.....	B-L 811XX	A	4	Spi	Tim 66210	W	½	5.2	25.89	...	Tim 1650	.....	Ros	....	....	8155
4½ Ton																														
Acme 90L	....	179⅝	S 36x5	S 40x12	Cont B7.	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim66600	W	F	8.75	82,08	A	Tim 16300	Det	Ros	Smi	.....	7900
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
Republic 30W	....	170°	S 36x5	S 36x12	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
5 Ton																														
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	.....	8850
Acme 106	....	180	S 36x6	S 40x14	Con 8T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	.....	8850
Acorn 100	4800	160	S 36x6	S 40x14	Bud YBU1	4-4½x6	32.4	L	PC	McC	Chi	Zen	G	Bos-R	.....	D. Ful	B-L 60	U	8	Pet	Tim 67700	W	F	Opt	Opt	A	Tim 1632	Tut	Ros	...	.....	9000
Amer. La France V	5500	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	....	174°	S 36x6	DS40x7	Con B7	4-5x6	40 0	L	FP	Pie	Own	Zen	G	A-L	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim	W	F	11.6	110.7	A	Tim	S.F.	Gem	Std	Non	10225
Autocar M	....	120°	S 31x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	.....	Ros	.....	Non	7200
Autocar M	....	180°	S 36x7	S 36x14	Con 7T	6-4¼x6	43.3	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Biederman	....	174	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10 0	53.5	A	Tim 17300	Row	Ros	Day	Non	10065
Brockway T	....	174	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	7	Spi	Tim 68700S	W	F	10.0	95.0	A	Tim 17300	Row	Ros	Day	Non	10500
Brockway T-18	....	176¾	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	7	Pet	Tim 6760D	W	F	9.1	110.8	A	Tim 17300	Mat	Ros	Smi	Non	8600
Chicago 50EU7	....	187⅝	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60	A	4	Pet	Tim 6760D	W	F	11.6	62.4	A	Tim 17300	Mat	Ros	Smi	Non	8500
Chicago 50 EU4	....	183°	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60	A	4	Pet	Tim 6760D	W	F	11.6	62.4	A	Tim 17300	Mat	Ros	Smi	Non	8500
Clinton 120L	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60	A	4	Blo	Tim 67700	W	F	8.80	47.1	A	Tim 17300	Per	Ros	StM	.....	9550
Clinton 120LM	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8.80	83.6	A	Tim 17300	Per	Ros	StM	.....	9650
Clydesdale 2	....	176°	S 36x7	DS40x7	Con B7	4-5x6	40.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 17300	Per	Ros	Smi	Non	9750
Coleman 4	....	144	P 42x9	P 42x9	Bud YBU-I	4-4½x6	32.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU 16	U	8	Spi	Wis 120J-FF	R	F	8.57	139.	E	Wis 120J-F	Det	Ros	Day	Fir	8750
Coleman 4	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8.6	137	E	Wis 120JF	Det	Ros	Day	Fir	8750
Coleman 6-O	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8.6	139	E	Wis 120JF	Det	Ros	Day	Gdy	9660
Coleman 6-OX	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....	R-T	Str	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	A	Shu 650	Mat	Ros	Smi	Non	9410
Corbitt 70	....	178	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 60	A	4	Spi	Tim 67600D	W	F	10.2	54.8	A	Tim 17300	She	Gem	Van	.....	10000
Day-Elder L	....	170°	S 36x6	DS40x7	Bud BBU	4-5x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis		D. Ful	Ful HU	A	4	U-P	Cla	..	D	12.5	62.7	...	Tim	Det	Ros	Smi	.....	8590
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful H	A	4	Spi	Tim 677000D	W	F	* 11.66	59.1	A	Tim 17300	Mat	Ros	Day	Non	9500
Diamond T S2	....	180	S 36x6	DS40x6	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 6666	W	F	8.75	137.0	A	Shu 610	S.P.	Ros	Day	.....	8100
Dixon	4800	160	S 36x5	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	A	8	Spi	Tim 6666	W	F	8.75	137.0	A	Shu 610	S.P.	Ros	Day	.....	8100
Douglas	....	185°	S 36x6	S 40x12	Bud BBU	4-5x6½	40.0	L	PC	Non	Own	Zen	V	Eis	N-E	D. Ful	Ful HU	U	4	Blo	Wis 1450	R	F	9.12	57.5	A	Wis 50	Tut	Ros	Van	.....	9200
Eagle 106	....	144°	S 36x6	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	.....	.....	Zen	G	Eis	.....	D. B-L	B-L 60	A	7	Pet	Wis 1450	R	F	10.4	115 0	A	Wis 30	Cha	Ros	Smi	.....	8600
Garford 100	5400	162	S 36x6‡	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Non	9450
G.M.C. K-102	5320	160°	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	A	7	Spi	Tim 67600	W	F	10.0	86.3	A	Tim 1732	Det	Own	Day	Fir	9245
Gotfredson 100	....	169¼°	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11.6	110.8	B	Tim 17300	Det	Ros	Day	Non	12000
Gotfredson 106	....	173 1/16°	S 36x7	DS40x8	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11.6	110.8	B	Tim 17300	Det	Ros	Day	Non	12400
Gramm 60	5370	153°	S 36x6‡	S36x14‡	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60	5650	153°	S 36x6‡	S36x14‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	9700
*Gramm-Berns'n 50	....	168°	S 36x6	DS40x6	Con B7	4-5x6	36.1	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W	F	11.75	125.7	B	Shu 610	Per	Ros	Smi	Non	9700
Guilder K5	....	170	S 36x6	DS40x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.00	.....	B	Shu 650	Mer	Ros	Van	Opt	8800
Hahn R	....	162°	S 36x6	S 40x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	L-N	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Opt	Opt	8450
Hendrickson V4	5300	.....	S 36x7	S 40x14	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A	7	Pic	Tim 67700D	W	F	.....	.....	A	Tim 17300	....	Ros	....	....	9800
Indiana 41	....	172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	Lon	Str	G	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	B	Shu	Bea	Ros	Smi	.....	9600
Int. Harvester 104C	....	154°	S 36x6	S 40x14	Own	4-4½x5	28.9	h	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	..	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	Fir	8900
Int. Harvester 103	....	160	S 36x5‡	S 40x14	Own	4-4½x5	28.9	H	SP	Own	Own	Own	G	Own	D-R‡	D. Own	Own 103	U	4	Own	Own 103	I	D	11.0	65.0	B	Own 103	S.S.	Own	Own	Fir	7580
Kelly Springfield KS50	....	160	S 36x6‡	S 40x14	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Tim 67600	J	W	11.66	110.77	A	Own	Det	Ros	Smi	.....	9860
Kenworth S	5250	178	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	8.75	89.0	B	Tim 17300	Lah	Ros	Smi	.....	9700
Kissel Goliath	5400	168	S 36x6	S 40x14	Wau DU	4-4½x6¾	32.4	L	PC	Pie	McC	Str	V	Eis	.....	P. B-L	Ful H	A	..	Spi	She W32	W	½	11.75	73.6	...	She 3FA20	Mat	Ros	Smi	.....	8800
Kleiber	5400	185	S 36x6‡	S 40x14‡	Con B5	4-4¾x6	36.1	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	.....	10400
Le Moon GP5	....	Opt	S 36x6	S 40x12	Con B7	4-5x6	40.0	L	FP	Pha	Chi	Str	G	Bos	Non	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11.66	62.38	A	Tim 17300	Tut	Ros	StM	Non	10000
Luedinghaus	....	160°	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11.6	.....	A	Shu	Tut	Ros	Smi	.....	9500
Maccar G1	....	186	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	G	Eis	D-R	Rem	B-L 60	A	4	Spi	Tim 6760D	W	F	10.2	54.8	A	Tim 17300	Row	Ros	Day	.....	8975
Maccar G1	....	186	S 36x6	DS40x6	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	W	10.31	53.3*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC 5½ 7	6500	168°	S 36x6	DS40x6	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	W	10.31	53.3*	D	Own AC	Mer	Own	.....	.....	.....
Master 64	....	170°	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	Pie	Chi	Zen	V	Opt	Non	D. Ful	Ful H	A	4	Pet	Tim 67600	W	F	Opt	Opt	A	Tim 1730	Mat	Ros	Smi	Gdy	9400
Oneida E-9	....	180	S 36x8	DS40x7	Her G	4-4¾x5¾	36.1	L	PS	Non	Mod	Str	V	Apo	A-L	D. B-L	B-L 60	A	4	Blo	Own	B	W	7.90	47.4	B	Own	Tut	Han	Cla	.....	8250
Oshkosh F	5180	146	S 36x6‡	S 36x12‡	Wau EU	4-5x6½	40.0	L	PC	Wau	Own	Zen	V	Opt	Non	D. Ful	Ful HU	U	4	Blo	Own	B	F	7.8	40.4	B	Own	S.F	Ros	Bet	.....	8750
Pierce-Arrow RD	8400	162	S 36x6	DS36x7	Own RD	4-4½x6¾	32.4	T	PF	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own	RD	W	F							

Trade Name and Model	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Mode	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
5 Ton—(Cont'd)																															
Rehberger D	....	186	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 17300	Del	Ros	Van	....	10010
Republic 35	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7.67	95.5	B	Wis	Mat	Han	Van	Fir	7500
Republic 35W	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7.67	95.5	B	Wis	Mat	Han	Van	Fir	7500

Mack AC 5½ 7	5500	168°	S 36x6	DS40x6	Own AC	4-5x6¼	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	A	4	Spl	Tim 6766	W	F	10.1	47.4	A	Tim 1730	Det	Ros	Sml	Non	9400
Master 64		170°	S 36x6	S 40x14	Bud 5TU	4-5x6¼	40 0	L	PC	Pie	Chi	Zen	V	Opt	Non	D. Ful	B-L	B-L 60	A	10	Spl	Tim 67660	W	F	7.90	47.4	A	Tim 1730	Tur	Hen	Sml	Gdy	9350
Oneida E-9		180	S 36x8	DS40x7	Her G	4-5x6¾	36.1	L	PS	Non	Mod	Str	V	Opt	Non	D. Ful	Ful HU	Own	A	4	Blo	Own RD	W	B	F	7.8	40.4	B	Own RD	S.P	Own	Bet	.....	8750
Oakash F	5120	146	S 36x8‡	S 36x12‡	Wau EU	4-5x6¾	40 0	L	PC	Wau	Own	Zen	V	Opt	Non	D. Own	Own RD	A	4	Spl													
Pierce-Arrow RD	5400	162	S 36x6	DS36x7	Own RD	4-4½x8¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R																		

5 Ton—(Cont'd)																																		
Rehberger D		186	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spl	Tim 6760	W	D	10.25	84.2	A	Tim 17300	Del	Ros	Van	.....	10010
Republic 35		170°	S 36x6	S 36x14	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat 6766	W	I	7.67	95.5	B	Wis 1800	Mat	Han	Van	Fir	7600
Sandow L		175	S 36x6	40x12	Bud BTU	4-5x6½	40.0	L	FP	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 60	A	4	Spl	Tim 6766	W	F	11.0	46.6	B	Tim 1732B	.....	Ros	.....	7800	.....
Sanford W6-50		148	S 36x6	DS40x7	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 60	A	7	Spl	Tim 67700	W	F	11.67	110.8	A	.....	.....	Ros	Van	.....	9800
*Schacht Series R		168	S 36x6	DS40x7	WauKU	6-4¼x4¾	43.3	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Day	.....	9500
Selden Unit 90		166	S 36x6	S 40x12	Con B7	4-5x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. Det	B-L 60-7	A	4	Spl	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Ros	Std	.....	9650
Selden 76		170	P 36x8	DS36x6	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	Blo	Tim	W	F	.....	.....	A	Shu	.....	Ros	Van	Fir	8600
Service 103		173°	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	D-R	P. B&B	B-L 60-7	A	7	Spl	Tim 6760	W	F	10.25	97.3	A	Tim 1732	Bea	Ros	Int	.....	9350
Sterling EW 20-44		174	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spl	Tim 66700	W	F	8.75	52.0	A	Tim 16300	Mat	Ros	Hoo	.....	7750
§United 100		150½	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van	.....	8900
Ward LaFrance 5B		Opt	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	7.8	74.0	A	Tim	Mar	Ros	Day	.....	7900
Ward La France 5B6		Opt	S 36x6	DS40x7	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	7.8	74.0	B	Tim	Mar	Ros	Day	.....	8350
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	5	Spl	Own	R	F	11.7	92.15	B	Own	Own	Own	Own	.....	9184
White 55	4765	174°	S 36x6‡	DS 40x6	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	4	Spl	Own	R	F	10.11	50.39	B	Own	Own	Own	Own	.....	.....
Witt Will AA	4750	172°	S 36x6	DS 40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	4	Spl	Tim 67600	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Non	Day	9350
5½ Ton and Over																																		
Acme 104		180	S 36x6	S 40x14	Con B7	4-5x6	40.1	L	FP	Pie	Per	Zen	V	A-L	Bos-A	D. Ful	Ful	A	8	Blo	Tim 67700	W	F	10.0	107.0	A	Tim 17300	Det	Ros	Sml	Non	9400
Amer. La France Z6½	5750	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La France U7½	6000	Opt	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9800
Brockway BT		150	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 70	A	7	Spl	Tim 68700S	W	F	10.0	95.0	B	Tim 17300	Row	Ros	Day	Non	11060
Chicago 70 EU7		189½	S 36x6	S 40x14	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 70 Max	A	7	Pet	Tim 68700D	W	F	11.66	129.8	A	Tim 17300	Mat	Ros	Smi	Non	10000
Clinton 120SM		172	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 60 Max	A	7	Spl	Tim 6760D	W	F	11.6	110.7	A	Tim 17300	Mat	Ros	Day	.....	10000
Diamond T S7 7-½		171	S 36x7	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Gd.O	Str	G	Apo	A-L	D. Cov	B-L 60 Max	A	7	Spl	Tim 6760D	W	F	11.6	110.7	A	Tim 17300	Mat	Ros	Day	.....	10000
Eagle 107		154°	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	.....	Own	Zen	G	Eis	.....	D. B-L	B-L 60	A	7	Pet	Wis 1600	R	F	10.25	.....	A	Wis 30	Cha	Ros	Smi	.....	.....
Fageol 10-66	8500	225	S 36x6	DS36x5	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spl	Tim 65700	W	F	6.87	123.4	B	Tim 17300	U.S.	Ros	K-B	Fir	12000
Fageol 645	5650	172	S 36x6	DS40x7	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60	U&A	7	Spl	Tim 68700	W	F	10.33	55.2	A	Tim 17300	U.S.	Ros	K-B	Fir	9750
Fageol 685	6400	172	S 36x5	DS40x7	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spl	Tim 68700	W	F	7.81	140.39	A	Tim 17300	U.S.	Ros	K-B	Fir	10400
Federal X8		168	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700 SP	W	F	11.6	110.2	B	Own	Mat	Gem	Day	Non	9100
Garford 150W		162	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60	A	7	B.G	Tim 68600D	W	F	10.25	97.3	A	Tim 1732B	Per	Ros	Day	Non	10100
*Gramm 60	5370	153°	S 36x6‡	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
*Gramm 60	5650	153°	S 36x6‡	S 36x14	Lyc TS	6-3½x5	36.2	L	FP	Han	Own	Zen	G	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Guilder L 6-7		170	S 36x6	S 40x14	Bud BTU	4-5x6½	.....	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.10	.....	A	Shu 650	Mer	Ros	Van	Van	9600
Hahn N		162°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	Del	D. B-L	B-L	U	4	Spl	Tim 6760	W	F	10.25	.....	...	Tim 1732	Mer	Ros	.....	.....	9200
*Hendrickson SSW6	6200	.....	P 38x9	P 38x9	Bud BA6	6-4½x5½	40.8	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 60	A		Blo	Wis 7500	W	F	6.25	.....	G	Tim 16302	Eat	Ros	Int	Fir	8450
*Hendrickson SW10	6900	.....	S 36x7	S 36x12	Wau EU	4-5x6	40.0	L	FP	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A		Blo	Wis 9600	W	F	9.00	102.6	G	Tim 17300	Tut	Ros	Int	.....	11700
*Hendrickson SW10	7300	.....	S 36x7	S 36x12	Bud GL6	6-4½x6	48.6	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 70	A		Blo	Wis 9600	W	F	9.00	102.6	G	Tim 17800	Tut	Ros	Int	.....	13000
Indiana 641-7		184°	S 36x6	S 40x12	Wis Z	6-4½x5	48.6	H	FP	K-P	Lon	Str	V	Eis	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700SP	W	F	10.00	95.0	A	Shu 610	Bea	Ros	Day	.....	.....
Kelly-Springfield KS70		160	S 36x6	DS40x8	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	12.9	123.12	...	Own	Det	Ros	Sml	Non	10320
Krebs 94		183°	S 36x7‡	DS 40x7	Con B7	4-5x6	40 0	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spl	Tim 67700D	W	F	11.6	110.2	A	Tim 17300	Mat	Ros	Smi	Fir	9500
Krebs 96		183°	S 36x7	DS 40x7	Con 15H	6-4½x5¾	48.6	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spl	Tim 67700D	W	F	11.0	110.0	A	Tim 17300	Mat	Ros	Sml	Fir	9500
Mack AC7½	6000	168°	S 36x7	DS40x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	10.5*	67.1	D	Own AC	Mer	Own	.....	.....	.....
Moreland SX6-6	6860	216	S 36x6	S 36x8	Con 16T	6-4¼x5¼	43.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 60	A	7	Pet	Own	W	F	8.75	83.0	...	Tim 1632B	U.S.	Ros	K-B	Fir	9700
Moreland TX6-10	8540	221	S 36x7	S 36x10	Con 15H	6-4½x5¾	48.6	L	FP	Non	Own	Str	V	A-L	A-L	. B-L	B-L 70	A	7	Pet	Own	W	F	9.25	87.5	...	Tim 1732B	U.S.	Ros	Sml	Fir	11000
Pierce-Arrow RF7½	5600	168	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spl	Own RF	W	F	10.0	51.9	B	Own RF	S.P	Own	Bet	.....	9540
Saurer 5AD	6000	Opt	S 40x6‡	DS40x7‡	Own 5AD	4-4½x7¾	29.3	L	PS	Own	Own	Zen	G	Set	Opt	K. Own	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	B	Own 5AD	Own	Own	Own	.....	7500
*Schacht Series R7½		168	S 36x7	DS40x8	Wau KU	6-4¼x4¾	43.3	L	FP	Pie	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Day	.....	.....
Standard 5-7		165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spl	Tim 68700SP	W	F	6.86	83.6	A	Tim 17300	Det	Ros	Day	Non	8700
Sterling DC25-64-6		166	S 36x6	S 40x12	Own 6KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 55	U	4	Spi	Own	C	D	9.3	50.1	D	Tim 16300	Mat	Ros	Hoo	Gdy	7680
Sterling EW27-44-6		174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 67700	W	F	8.	52.3	A	Tim 17300	Mat	Ros	Day	Gdy	9525
Sterling EC29-66A-7½		174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	9.3	56.6	D	Tim 17300	Mat	Ros	Day	Gdy	9750
Sterling EC29-66A-7½		182	S 36x6	S 40x14	Own 6AB	6-4½x5¾	48.5	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	10.5	64.0	D	Tim 17300	Mat	Ros	Day	Gdy	10380
United 100		151	S 36x6	S 40x14	Her G.	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van	.....	8900
U. S. T	4500	172°	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	PC	Sim	Own	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 68700S	W	½	10.2	54.8	B	Shu 655	.....	Lav	Smi	Non	9700
Victor 90		164	S 36x7	S 36x14	Her G	4-4¾x5¾	36.1	L	FP	Pie	Per	Zen	V	Eis	.....	D. Cov	Cov SB4	U	4	U-M	Wis 1700	R	F	8.74	49.3	A	Shu 650	Det	Ros	Day	.....	8500
Ward LaFrance 7B		Opt	S 36x6	DS40x7	Wau GU	4-5½x6¼	46.2	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	8.8	83.6	A	Tim	Mar	Ros	Day	.....	9500
Ward La France 7B6		Opt	S 36x7	DS40x8	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	8.8	83.6	B	Tim	Mar	Ros	Dav	.....	9575
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	5	Spl	Own	R	F	11.7	92.1	B	Own	Own	Own	Own	Non	9184
Witt Will AS	5000	172°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spl	Tim 68700	W	F	10.25	.....	A	Tim 1732B	She	Ros	Day	Non	9500
Gasoline Tractor-Trucks																																		
Acme 24		114	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Col 53006	S	F	5.85	20.9	A	Col 5303	Det	Ros	Sml	Fir	3625
Acme 36		116	P 32x6	P 32x6	Con 8R	6-3¾x4½	27.3	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Tim 5620	S	F	6.37	26.1	A	Tim 1460	Det	Ros	Sml	Fir	4000
Acme 54		115	P 34x5	P 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	8.5	40.8	A	Tim 1526	Det	Ros	Bim	.....	5000
Acme 56		124½	P 34x5	P 34x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	7.75	37.2	A	Tim 1526	Det	Ros	Bim	.....	5000
Acme 74		120	P 36x5	P 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	8.5	53.5	A	Tim 1544B	Det	Ros	Smi	.....	6000
Acme 76		128	P 36x5	P 36x10	Con 7T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	7.75	46.7	A	Tim 1544B	Det	Ros	Smi	.....	6800
Acme 104		129	P 36x6	P 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10.	107.0	A	Tim 1732	Det	Ros	Smi	.....	9200
Amer. La France 5 Ton	3950	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Mer	.....	Day	Non	6400
Amer. La France 7 Ton	4950	133	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B	Own 3R	Mer	.....	Day	Non	8400
Amer. La France 10 Ton	5500	133	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9400
Amer. La France 13 Ton	5750	133	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9500
Amer. La France 15 Ton	6000	133	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9700
Armleder 30		115	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	½	8.8	47.8	A	Tim	Mar	Ros	Sml	Fir	4100
Armleder 50		116	S 36x4	S 36x8	Bud EBU-1	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Sml	Fir	5100
Armleder 70		119	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	12.0	64.2	A	Tim	Mar	Ros	Smi	.....	7000
Autocar HT		106	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Sni	Own H	R	F	8.5	51.0	A	Own H	S.P.	Ros	.....	.....	5850
Autocar HST		108	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	9.89	72 0	A	Own J	S.P.	Ros	.....	.....	6750
Autocar MT		110	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	10.92	79.6	A	Own M	S.P.	Ros	.....	.....	7400
Diamond T T3T		119½	S 36x3½	S 36x5	Her OX	4-4x5	25.6	L	PC	Mer	Gd.O	Str	V	Apo	Non	D. Cov	Cov JUC	U	3	Spl	Tim	W	½	8.75	31.7	A	Tim 1452	Mat	Ros	.....	Non	.....
Diamond TU4T		129¼	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Mer	G&O	Str	V	Apo	.....	D. Cov	Cov RAD4	A	4	Spl	Tim 65600	W	F	9.25	48.1	...	Tim 1544B	Mat	Ros	.....	.....	5940
Diamond T K2T		118¾	S 36x5	DS36x5	Her L	4-4¼x5¾	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SB	A	4	Spl	Tim 65600	W	F	10.33	52.4	A	Tim 1632B	Mat	Ros	.....	Non	.....
Diamond T S2T		145	S 36x6	DS40x7	Her G	4-4¾x5½	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 60 Max	A	7	Spl	Tim 6760D	W	F	11.6	110.7	A	Tim 17300	Mat	Ros	Day	Non	.....

Gasoline Tractor Trucks—Cont'd

Federal LD	..	121	S 36x4	DS36x4	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.50	80.75	B	Own	Mat	Gem	Day	Non	5000
Federal HD	....	125	S 36x5	DS36x5	Con L4	4-4½x5¼	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66700SP	W	F	9.5	90.75	B	Tim 1632B	Mat	Gem	Day	Non	6700
Garford 50	3805	130	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	B.G.	Tim 66600	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700
Garford 80	5005	132	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Non	9450
Garford 100	5455	132	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 66600	W	F	10.33	81.01	A	Tim 16380	Det	Own	Day	Non	7677
G.M.C. K-10T. 10 ton	....	111¼	S 36x5	S 36x12	G.M.C. 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 67600	W	F	11.66	91.46	A	Tim 16380	Det	Own	Day	Non	8477
G.M.C K-15T. 15 ton	....	111¼	S 36x5	S 36x14	G.M.C. 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 67600	W	F	11.66	91.46	A	Tim 16380	Det	Own	Day	Non	8477
*Gramm 35-6 ton	4160	153°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	1 15.5	B	Wis 30	Mat	Ros	Smi	Non	7100
*Gramm 35-6 ton	4440	153°	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	1 15.5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 45-10 ton	4735	153°	S 36x5‡	S 36x12‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1200	R	F	7.08	1 28.8	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 45-10 ton	5020	153°	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1200	R	F	7.08	1 28.8	B	Wis 30	Mat	Ros	Smi	Non	7600
*Gramm 60-15 ton	5160	153°	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	1 33.4	B	Wis 30	Mat	Ros	Smi	Non	8700
*Gramm 60-15 ton	5370	153°	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	1 33.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Harvey WTT. 6 ton	3950	125	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spl	Tim 65700	W	F	10.5	99.75	A	Tim 15300	Bea	Ros	Int	.....	6950
Harvey WHT. 10 ton	4250	125	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 60	A	7	Spl	Tim 66600	W	F	10.3	98.15	A	Tim 16300	Bea	Ros	Int	.....	8900
Int. Harvester 43	....	115	S 36x4	S 36x7	Own 43	4-3¾x5	22.5	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 43	I	D	9.00	51.1	B	Own 43	S.S.	Own	Own	.....	4760
Int. Harvester 63	....	120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	S.S.	Own	Own	.....	5600
Int. Harvester 103	....	134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 103	I	D	11.00	64.9	B	Own 103	S.S.	Own	Own	.....	7435
Int. Harvester 54C	....	122	S 36x5	S 36x10	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	8	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	.....	.....
Int. Harvester 74C	....	137	S 36x6	S 36x12	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	8	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	.....	.....
Mack AB 5-Ton	3400	122½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spl	Own AB	C	D	10.5*	51.1*	B	Own AB	Mer	Own	.....	.....	.....
Mack AC 7-Ton	4950	128	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	9.1	58.0*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC 10-Ton	5500	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	9.7	62.2*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC 15-Ton	6000	128	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	11.5*	73.5*	D	Own AC	Mer	Own	.....	.....	.....
Pierce-Arrow XB	3750	140	S 36x5	S 36x5	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spl	OwnXB	W	½	9.25	50.2	A	Own	S.P	Own	Own	Non	6180
Pierce-Arrow RD	5400	133	S 36x6	S 36x6	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spl	Own RD	W	F	7.8	41.5	B	Own	S.P	Own	Own	Non	8650
Pierce-Arrow RF	5600	132	S 36x6	S 36x7	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spl	Own RF	W	F	10.0	51.9	B	Own	S.P	Own	Own	Non	9340
Saurer	6000	Opt	S 40x6	DS40x7	Own	4-4¼x3⅜	29.3	L	PS	Own	Own	Own	G	Sel	Opt	K. Own	Own	U	4	Own	Own	B	F	7.87	50.	B	Own	Own	Own	Own	.....	7500
Schacht 5 Ton	....	130	S 34x5	S 34x10	Wau XK	6-3¾x4½	33.7	L	PC	.....	Own	Zen	G	L-N	L-N	D. Ful	Ful	U	4	Spl	Own	W	F	9.42	45.22	A	Own	Eat	Ros	.....	Non	6200
*Schacht 7 Ton	....	130	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	4	Spl	Own	W	F	10.3	65.0	B	Own	Eat	Own	.....	Non	7500
*Schacht 13 Ton	....	130	S 36x6	DS40x7	Wis RCU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	.....	Non	9500
*Schacht 15 Ton	....	130	S 36x7	DS40x8	Wis RBU	4-5x6	40.0	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	.....	Non	10000
Service 61	....	127⅝	S 36x4	S 36x10	Bud EBU-I	4-4½x5½	28.9	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 51	A	4	Spl	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros	Int	.....	5785
Service 81	....	131⅞	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 60	A	4	Spl	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Ros	Int	.....	7900
Service 103	....	131⅞	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 60	A	7	Spl	Tim 6760	W	F	10.25	97 3	A	Tim 1732B	She	Ros	Int	.....	9150
Sterling DW10T-5	....	148	S 36x4	S 36x8	Own CU	4-3⅜x5¾	....	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51	A	4	Spl	Tim	W	F	7.25	38.8	A	Tim	Mat	Ros	Hoo	.....	4680
Sterling EW15T-7½	....	148	S 36x5	S 40x10	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.7	51.8	A	Tim	Mat	Ros	Hoo	.....	7775
Sterling EW20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	8675
Sterling EWS24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9175
Sterling EC20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8100
Sterling EC24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8400
Sterling EC28T-14	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8800
Sterling EC32T-16	....	148	S 36x6	S 40x14	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Day	.....	9825
Sterling EC50T-25	....	148	S 36x7	S 40x14	Own GU	4-5½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	9.8	59.5	A	Tim	Mat	Ros	Day	.....	10250
Walter FH	....	Opt	P 40x8	DP40x8	Own 6	6-4½x5¾	....	L	PC	Own	Own	Zen	V	Apo	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	10000
Walter FHR	....	Opt	S. 40x7	DS40x7	Own 6	6-4½x5¾	....	L	PC	Own	Own	Zen	V	Apo	Bos-A	Own	Own	U	5	Own	Own	R	F	11.7	58.3	B	Own	Own	Own	Own	.....	8126
White 52T	4700	129½	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	4	Spl	Own	S	½	7.13	46.2	B	Own	Own	Own	Own	.....	.....
White 51A	3800	134	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 2d	U	4	Spl	Own											

Motor Bus Chassis Specifications

For Other Chassis Which Are Recommended and Adaptable for Bus Use, See Models Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Key of abbreviations, page 48

MAKE AND MODEL	GENERAL					ENGINE				ELECTRICAL SYSTEM				Normal Speed		TRANSMISSION				REAR AXLE			FRONT AXLE			TIRES AND WHEELS				DIMENSIONS (In.)		
	Seating Capacity	WEIGHT: Chassis Only	WEIGHT: Chassis with Body	WEIGHT: Recommended Body Allowance	Wheelbase	Make and Model	Number of Cylinders, Bore and Stroke	Radiator Make	Carburetor Make	Ignition System Make	Generator and Starter Make	Battery: Make	Battery: Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.	CLUTCH: Type and Make	GEARSET: Make and Model	GEARSET: Number of Forward Speeds	Universal Make	Make and Model	Final Drive	Brake Location	Make and Model	Steering Gear Make	TIRES (In.): Front	TIRES (In.): Rear	Wheels—Make	Turning Radius (Ft.)	Overall: Floor Height	Overall: Length	Overall: Width
A.C.F. 508	30	.....	.....	.....	230	Ha S	6-4¼x5½	.....	Zen	D-R	D-R	.....	12–115	...	.....	D. B-L	B-L 55	4	Spl	Tim	W	E	Tim	Ros	P 38x7	DP38x7	Bud	.....	.....	.....	.....	....
A.C.F. 519 (gas. elec.)	60	.....	.....	.....	230	Ha S	6-4¼x5½	.....	Zen	D-R	D-R	.....	12–115	...	.....	.....	B-L 55	...	Spl	Tim	W	E	Tim	Ros	P 36x8	DP36x8	Bud	.....	.....	.....	.....	.....
A.C.F. 601	23	.....	.....	.....	198	Ha S	6-3¾x5	.....	Zen	D-R	D-R	.....	12–115	...	.....	D. B-L	B-L	4	Spl	Tim	W	W	Tim	Ros	P 34x7½	DP34x7¾	Bud	.....	.....	.....	.....	.....
Acme 116	18	4910	8460	.....	180	Con 6B	6-3¾x5	Per	Zen	Eis	Bos-A	Wu	6–153	40	.....	D. B-L	B-L 55	4	Blo	Wis	B	A	Cla B6000	Ros	P 32x6	DP 32x6	Mot	21¾	259	83¾	74
Acme 121	22	5110	9280	.....	205	Con 7T	6-3¾x5	Per	Zen	Eis	Bos-A	Wu	6–153	45	.....	D. B-L	B-L 51	4	Blo	Shu	B	A	Shu	Ros	P32x6	P32x6	Smi	21¾	276	83¾	74
Brockway J3	12	3200	4700	1500	142	Wis C	4-3⅛x5	G&O	Zen	Eis	L-N	Exi	12–220	40	7.0	P. B&B	B-L 30	3	Spl	Col 54002	B	E	Col 1624	Ros	P 32x6	P 34x7	Smi	25	31½	208	67¾	64
Brockway J3B	18	3975	6350	2500	183	Wis SU	4-4x6	G&O	Str	Eis	L-N	Exi	12–220	42	7.0	D. B-L	B-L 30	3	Spl	Col 54002	B	E	Col 5227	Ros	P 32x6	P 34x7	Smi	28	28¼	243	84	64
Brockway B3A	18	4150	6400	2500	183	Wis Y	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12–220	42	7.0	D. B-L	B-L 30	3	Spl	Col 54002	B	E	Col 5227	Ros	P 32x6	P 34x7	Smi	28	28¼	243	84	64
Brockway B	22	6450	7975	3000	182	Wis HB	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12–220	30	6.5	D. B-L	B-L 55	4	Spl	Wis 6781	R	A	Shu 5450B	Ros	P 32x6	DP 32x6	Bud	30	28½	256	74	64
Brockway 6W	18	4820	6450	2500	173	Wis Y	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12–220	35	7.0	D. B-L	B-L 30	3	Spl	Wis 4600	I	A	Col 5 227	Ros	P 32x6	DP 32x6	Bud	32	28½	253	68	64
Brockway H	20	7680	11000	3500	221	Wis H	6-4x5	G&O	Zen	Eis	L-N	Exi	12–220	32	6.0	D. B-L	B-L 55	4	Spl	Tim 65220	I	A	Shu 610B	Ros	P 34x7	DP34x7	Bud	32	30	244¾	90	64

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Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Spring	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
C-T-H1	5600	2400	.....	.....	1850	14	A	55	G-E	Own	4	Own	F	She	S 36x5	S 36x4	W	108	67
C-T F-1.5	6600	2800	.....	.....	2475	14	A	60	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	94	67
C-T H-1.5	6600	2800	.....	.....	2475	14	A	60	G-E	Own	4	Own	F	She	S 36x3	S 36x4	W	116	67
C-T F-2	8000	3100	.....	.....	2675	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	96	67
C-T H-2	8000	3100	.....	.....	2675	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	124	67
C-T F-4	11950	4200	.....	.....	3250	12	A	50	G-E	Own	4	Own	F	She	S 36x4	S 36x7	W	116	67
C-T A-7	17700	5800	.....	.....	5150	11	A	45	G-E	Own	4	I	L	She	S 36x6	S 36x7	W	122	58
C-T F-7	17900	6000	.....	.....	4300	11	A	45	G-E	Own	4	Own	F	She	S 36x5	DS36x5	W	136	67
C-T A-10	22250	6500	.....	.....	5450	10	A	45	G-E	Own	4	I	D	She	S 36x7	S 36x8	W	132	58
C-T F-10	22750	7000	.....	.....	4500	10	A	45	G-E	Own	4	Own	F	She	S 36x6	DS36x6	W	152	67
C-TF-14	28850	8000	.....	.....	5000	8	A	45	G-E	Own	4	Own	F	She	S 36x7	DS36x7	W	152	67
Electruck 48	8700	3600	.....	.....	.....	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x5	Ros	112	60
Electruck 39	10400	4200	.....	.....	.....	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x6	Gem	135	60
Electruck 27	32000	12200	.....	.....	.....	12	A	50	G-E	Own	5	C	Own	Eat	S 36x7	S 40x14	Gem	168	70
O.B-B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	....	C	D	.....	S 36x4	DS36x3½	Own	107	.....
O.B-C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	....	C	D	.....	S 36x5	DS36x4	Own	135	.....
O. B-D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	....	C	D	.....	S 36x6	DS36x5	Own	143	.....
Walker 10	.....	2400	.....	.....	.....	14	H&S	60	G-E	Own	4	S	Cla	Mat	S 32x3½‡	S 32x4‡	Ros	108°	66
Walker 20	.....	3000	.....	.....	.....	15	A	50	Wes	Own	5	Own	Own	Mat	S 34x3½	S 36x4	Ros	94°	66
Walker 25	.....	3400	.....	.....	.....	14	A	50	Wes	Own	5	Own	Own	Mat	S 34x4	S 36x5	Ros	101°	66
Walker 45	.....	4200	.....	.....	.....	14	A	50	Wes	Own	5	Own	Own	Mat	S 36x4	S 36x6	Ros	114°	66
Walker 50	.....	4800	.....	.....	.....	13	A	50	Wes	Own	5	Own	Own	Mat	S 36x5	S 36x8	Ros	126°	66
Walker 65	.....	6500	.....	.....	.....	11	A	50	G-E	Own	5	Own	Own	Mat	S 36x5	DS40x5	Ros	131°	66
Walker 75	.....	7200	.....	.....	.....	10	A	50	G-E	Own	5	Own	Own	Mat	S 36x6	DS40x6	Ros	141°	66
Ward A211	4650	1800	800	1150	.....	15	S	75	G-E	Own	4	W	She	She	S 32x3	S 32x3½	Own	88	56
Ward B-222	6000	2300	1020	1700	.....	14	S	84	G-E	Own	4	W	She	She	S 32x3½	S 32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	She	She	S 32x3½	S 34x5	Own	96	64
Ward E-211	12000	3570	4290	5430	.....	12½	S	56½	G-E	Own	4	W	She	She	S 34x4	S 36x6	Own	108	65
Ward G-211	16000	4500	6180	7760	.....	11	S	44	G-E	Own	5	W	She	She	S 36x5	S 36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	She	She	S 36x6	S 36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	She	She	S 36x7	DS36x7	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

KEY OF ABBREVIATIONS

For addresses of manufacturers listed below see Chilton Catalog and Directory

Wheelbase

*More than one wheelbase furnished.

Tires

B—Balloon.
P—Pneumatics standard equip.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual solids.
*—Tires at extra cost.
‡—Pneumatics can be furnished at extra cost.

Engine

Bud—Buda Co.
Con—Continental M. Corp.
D—Head and Side.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead.
HaS—American Car & Foun. Co.
Her—Hercules Motor Corp.
I—In Head.
Jackson—Master M. T. Mfg. Co.
Kni—Yellow Sleeve V. E. Wks.
L—L-Head.
Lyc—Lycoming M. Corp.
PC—Pressure to all crankshaft and connecting-rod bearings.
PG—Pump, Gravity & Splash.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.
X—Sleeve.

Governor

Dup—Eisemann Magneto Corp.
Han—Handy Gov. Co.
K. P.—K. P. Products Co.
McC—E. R. Klemm.
Mon—Monarch Gov. Co.
Non—Not Supplied.
Pha—Pharo Mfg. Co.
Pie—Pierce Governor Co.
Sim—Eisemann Magneto Corp.
Wau—Waukesha M. Co.

Radiator

Bow—Bowerbank, E. R. Co.
Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G. & O. Mfg. Co.
Har—Harrison Rad. Corp.
Lon—Long Mfg. Co.
McC—McCord Rad. & Mfg. Co.
McK—McKinnon Dash Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
Tyr—Tyree Auto Rad. Mfg. Co.
U. S.—U. S. Cartridge Co.
You—Young Rad. Co.

Fuel System

B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
G—Gravity.
Hol—Holley Car. Co.
Joh—Johnson Co.
Mar—Marvel Carburetor Co.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

Electrical Systems

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Bos-A—Am. Bosch Magneto Co.
Bos-R—Rob. Bosch Magneto Co.
Con.—Conn. Tel. & Elec. Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Exi—Electric S. B. Co.
G&D—Gray & Davis.
Gou—Gould S. B. Co.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Pol—Prest-O-Lite Co.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.
USL—U. S. Light & Heat Corp.
Ves—Vesta Battery Corp.
Wes—Westinghouse E. & M. Co.
Wil—Willard S. B. Co.

Clutch and Gearset

*—Other ratios optional.
†—Auxiliary two-speed transmission optional.
A—Amidships.
B & B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear & Mach. Co.
D—Disk.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co.
M-E—Merchant & Evans Co.
M. M.—Mechanics Mach. Co.
Mun—Muncie Gear Works.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill. Mach. Co.
U—Unit with Engine.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

Universal

B.G.—Universal Machine Co.
Blo—Blood Bros. Mach. Co.
Har—Spicer Mfg. Co.
M-E—Merchant & Evans Co.
M. M.—Mechanics Machine Co.
Pet—Cleveland Univ. Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
The—Thermoid Rubber Co.
Thei—Almetal Univ. Joint Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.

Front and Rear Axles

½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle & Spring Co.
Shu—Shuler Axle Co., Inc.
Std—Standard Parts Co.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle & Spring Co.
W—Worm.
Wis—Wisconsin Parts Co.

Brake

A—Rear Wheels only.
B—Driveshaft and Rear Wheels
C—6 Wheel Brakes.
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel brakes with emergency on jackshaft.
G—4-wheel brakes with emergency on driveshaft.

Springs

Bea—Eaton Spring Corp.
Bet—Betts Bros. Spring Co.
Bur—Burton Auto Sp. Corp.
Cha—Champion Auto Sp. Co.
Del—D. Delany & Son.
Det—Detroit Steel Prod. Co.
Har—Harvey Sp. & Forging Co.
I. C.—Iron City Sp. Co.
Mar—Maremont Mfg. Co.
Mat—Mather Spring Co.
Mer—E. R. Merrill Spring Co.
Pen—Penn Sp. Works.
Per—Eaton Bum. & Sp. Co.
Row—Wm. & Harvey Rowland
Sav—New Era Sp. & Spec. Co.
She—Sheldon Axle & Sp. Co.
S. P.—Spring Perch Co.
S. S.—Standard Steel Sp. Co.
Tem—Temme Spring Corp.
Tut—Tuthill Sp. Co.
U. S.—United States Sp. Co.

Steering Gear

CAS—Columbus G & P. Co.
D-G—Detroit Gear & Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Products Co.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

Wheels

Arc—Archibald Wheel Co.
Bet—Bethlehem Steel Co.
Bim—Bimel S. & A. Wheel Co.
Bud—Budd Wheel Co.
Cal—California Steel Wheel Corp.
Cla—Clark Equip. Co.
Day—Dayton Steel Foun. Co.
Dis—Motor Wheel Corp.
Hay—Kelsey-Hayes Wheel Co.
Hoo—Hoopes, Bro. & Darlington.
Ind—Indestructible Wheel Co.
Int—Mathews Steel Foundry Co.
Jon—Phineas, Jones & Co.
K-B—Kay Brunner Steel Co.
Kel—Kelsey-Hayes Wheel Co.
Mot—Motor Wheel Corp.
M.M.—Mich. Malleable Iron Co.
Sch—St. Marys W. & S. Co.
Smi—Smith Wheel, Inc.
StM—St. Marys W. & S. Co.
Std—Standard Wheel Co.
Van—Van Wheel Corp.
Van Metal Wheel Div., Erie Malleable Iron Co.

Rim Equipment

Cle—Cleveland Weld. & Mfg. Co.
Fir—Firestone Steel Prod. Co.
Gdy—Goodyear Tire & Rub Co.
Hay—Kelsey-Hayes Wheel Co.
Jax—Jaxon Steel Prod. Co.
Kel—Kelsey-Hayes Wheel Co.
Non—None Supplied.